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Future Survey Ships may be of new type

IMPORTANCE OF OCEAN DEPTHS TO NEW SUBS

ROYAL NAVY survey ships built on merchant ship lines to enable them to operate with reduced complements are envisaged for the future by the Hydrographer of the Navy, Rear-Admiral E. G. Irving, C.B., O.B.E. In his official report for 1962 he states that new construction, which will be similar in design to the Royal Research Ship *Discovery*, is to be undertaken with an eye to the increased oceanographical role to be played by these ships.

On the question of oceanography, he refers to the great international upsurge in this vitally important science and says that to meet the advent of the fast deep-diving submarines more information on the characteristics of the oceans was required if these units of the Fleet were to work effectively in any sea that their duty took them.

Pending the completion of a new surveying ship to replace H.M.S. *Shackleton*, paid off during the year, and H.M.S. *Scott*, still in commission, the strength of the surveying fleet to maintain a world-wide production output will consist of six ships (the *Vidal*, *Scott*, *Dalrymple*, *Dampier*, *Cook* and *Owen*), three inshore survey craft (the *Echo*, *Egeria* and *Enterprise*) and two survey motor launches (the *Medusa* and *Meda*).

NEW ROUTING CHARTS

In his survey of the work of the Hydrographic Department, Admiral Irving makes reference to the new series of routing charts on which a start was made during 1962. These charts, made with the needs of large tankers in mind, are prepared for each month for the North Atlantic and show prevailing winds, currents, sea temperatures and also the seasonal loadline zones and areas where the discharge of persistent oils is prohibited. It is proposed to prepare similar routing charts for all oceanic areas in due course.

On inshore oceanography, Admiral Irving states that sand and water

samples taken in the approaches to Lowestoft and in the Edinburgh Channels in the Thames Estuary by ships of the Inshore Survey Squadron were being analysed by London University. The data obtained will be worked on by the Hydrographic Department together with surveys over the past 100 years in an attempt to gain a closer understanding of the movement of sandbanks in these areas. It is hoped thereby to be able to reduce the frequency of re-surveys.

IMMENSITY OF WORK

The map accompanying the Hydrographer's report showing the surveying activities overseas is most impressive, with general service commission ships working in the West Indies, Indian Ocean and Persian Gulf, and two foreign service commissioned ships operating in the South Pacific and China and Sulu Seas.

The immensity of the work involved in the production of charts and books is revealed by the fact that in 1962 1,367,554 charts were sold having a value of £378,364, and the number of books sold was 166,610 with a value of £107,656.

OFF TO THE WEST INDIES



H.M.S. *Caprice* is joining the West Indies Squadron after spells in the Far East and in the Mediterranean. Built in 1944, the destroyer was modernised in 1958. She has a complement of 16 officers and 200 men.

Two warships launched on the same day

THE eleventh Oberon class submarine and the sixth Leander class frigate were launched on May 23.

The submarine H.M.S. *Opossum*, built at the Birkenhead shipyard of Cammell Laird & Co. (Shipbuilders and Engineers) Ltd., was launched by Mrs. Hezlet, wife of Vice-Admiral A. R. Hezlet, C.B., D.S.O., D.S.C., Flag Officer, Scotland and Northern Ireland.

The frigate H.M.S. *Galatea* was launched by Lady Gretton, wife of Vice-Admiral Sir Peter Gretton, K.C.B., D.S.O., C.B.E., D.S.C., at the Wallsend yard of Swan, Hunter and Wigham Richardson Ltd.

The *Opossum* will be powered by diesel electric machinery of the Admiralty Standard Range type, supplied by British Polar Engines Ltd.

H.M.S. *Galatea*, 2,000 tons, will carry two fully automatic 4.5 inch guns in a twin mounting, two 40 mm anti-aircraft guns in single mountings, and a triple-barrelled anti-submarine mortar. She will also have a Westland Wasp helicopter operating from a small flight deck situated aft.

PALMS TO PENGUINS

HM.S. *PROTECTOR*, the Royal Navy's ice patrol ship commanded by Capt. R. H. Graham, M.V.O., R.N., arrived back at Portsmouth on May 15 at the end of her eighth successive season in the Antarctic. Since she left Portsmouth seven months ago her ship's company of 260 have travelled 30,000 miles—from palm-fringed beaches in Africa to penguin-covered ice floes south of the Falkland Islands.

She is reputed to have the highest proportion of volunteers among her ship's company, many of whom ask to return to Antarctica for the Navy's most unusual commission spent farther South than any other H.M. Ship.

Earlier this year, while investigating some shallow water north of the desolate South Sandwich Islands at dusk, A.B. Ronald Winnill, of Cardiff, was on watch at the echo sounder when he noticed an uncharted and rapidly shoaling bottom. The change from an average depth of well over 1,000 ft. to a reading of 90 ft. was so sudden that H.M.S. *Protector's* engines were put astern immediately. A detailed examination next day showed that A.B. Winnill and his use of the echo sounder had discovered an underwater volcano, the rim of which could be clearly seen close under the surface.

But A.B. Winnill is not the only

man on board who will be bringing home memories and experiences. Steward Edward Agate, of Wimbledon, spent many hours in the Antarctic studying the bird life there and ringed dozens among tens of thousands seen at Beauchene Island, 60 miles south of the Falklands. Forty of the ship's company volunteered to trek 60 miles across the Falklands for a challenge; others spent up to two months on lonely islets south of Adelaide Island on charting duties with a survey party led by Lieut.-Cdr. Barry Dixon, of Burley, near Ringwood.

On the way home the ship's helicopters were used in the Bahamas to search a large number of islands to ensure that British territory was not being used as bases for raids on nearby Cuba.

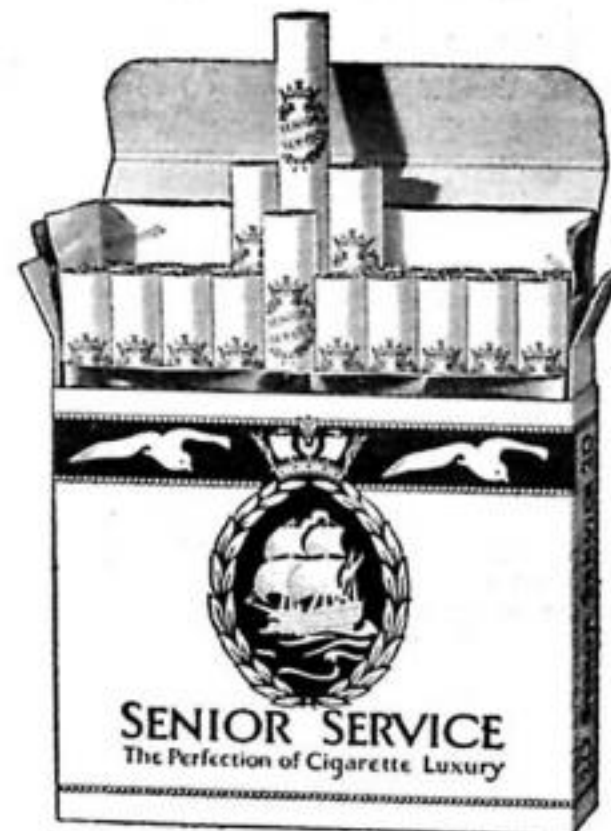
H.M.S. *Protector* has returned to Portsmouth to give leave and carry out repairs.

Fifty years of naval service



To mark his 50 years of naval service, a dinner was given by the Naval members of the Board of Admiralty, the Commandant-General, Royal Marines, and the Admiral President, R.N. College, Greenwich, for Admiral of the Fleet the Earl Mountbatten on May 13. His Royal Highness The Duke of Edinburgh was also present. The picture shows, left to right, Rear-Admiral J. C. Hayes (Naval Secretary), Lieut.-General M. C. Cartwright-Taylor (C.G.R.M.), Admiral Sir Royston Wright, Vice-Admiral J. B. Frewen, the Duke of Edinburgh, Earl Mountbatten, Admiral Sir Caspar John, Rear-Admiral M. C. Giles (Admiral President, R.N. College, Greenwich), Vice-Admiral M. Le Fanu, Vice-Admiral F. A. E. Hopkins

BRITAIN'S OUTSTANDING CIGARETTE



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Navy News

EDITOR

Lieut. (S) H. R. Berridge, R.N. (Retd.)
Royal Naval Barracks, Portsmouth
Tel.: Portsmouth 22351 (Ext. 72194)

EDITORIAL

"LEADERSHIP . . . a two-way street" is an expression used by "The Admiral" in "The Admiral's Column" of the Royal Canadian Navy newspaper—"The Pacific Command Lookout." The expression, and the common sense of the article, is such that the Editor gladly acknowledges the source and has condensed the article somewhat for this issue of "Navy News."

The two-way street is one where leadership is exerted at the top and moves down through the correct chain of responsibility, while the response to leadership starts at the bottom and moves up to the top.

Poor leadership at the top prevents good sense from getting down the street. The inevitable result will be confusion. Poor response at the bottom hampers, and may prevent, good leadership emanating from the top.

"The Admiral" illustrated his idea of the two-way street by telling the story of a father, the leader, and his son. Father is reading, but without any emphasis tells his five-year-old son "It's bedtime—so be off." The son, engrossed in making a rocket from his mother's best fork, a cotton reel and a piece of string, does not heed his father.

Five minutes later, father, still reading, looks up and warns the child he'll have a hot bottom if he doesn't "shove off to bed." The son, having almost finished the intricate "rocket," ignores his dad and, still later, dad, looking up, says "You were warned," and applies his hand where it is supposed to hurt most.

Father accidentally steps on the rocket and falls in a heap on the rug and the child redoubles his tears. Dad grabs the son and bundles him to bed and everyone is most unhappy.

RESULT—CONFUSION

Oddly enough both the leader and his follower knew what was going to happen before it occurred. The leader knew he was exhibiting poor leadership; the son recognised poor leadership, failed to obey and the result was confusion.

Had the father, realising it was his son's bedtime, put down his paper and asked him "What's that you're making—a rocket? Good, hop on my back and I'll take you and the rocket on a trip to Mars," only one order would have been given, it would have been obeyed cheerfully, and the whole

(Continued in column 2)

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C-in-C's Headquarters takes on a famous name

NAVAL UNIT AT NORTHWOOD BECOMES H.M.S. WARRIOR

FOR ten years there has been a Royal Naval unit at Northwood, Middlesex. Originally it was formed to serve the staff of the Commander-in-Chief, Eastern Atlantic Area of N.A.T.O., and to provide the shore link with the Commander-in-Chief, Home Fleet, but since 1961 the Commander-in-Chief, Home Fleet, and his staff have also been based there and the R.N. unit now numbers some 170, providing all the services—communications, secretarial, domestic and administrative—for the Commander-in-Chief, Home Fleet, and Eastlant, and his two staffs.

It is usual for naval establishments to have a name, and there is little doubt that a ship's company feels closer together if it shares a ship's name, and so, on April 30 at a ceremony at Admiralty House, Northwood, the unit was formally renamed H.M.S. Warrior. The Rev. Alwyn Wragg, O.B.E., M.A., Royal Navy, conducted a short service of blessing, in the presence of the Commander-in-Chief, Home Fleet and Eastlant, Admiral Sir Charles Madden, Bt., K.C.B., Capt. J. S. Stevens, D.S.O., D.S.C., Royal Navy, the Commanding Officer, and the officers and men of the Headquarters.

Also present were the Air Officer Commanding-in-Chief, Coastal Command, Air Marshal Sir Anthony Selway, K.C.B., D.F.C.; representatives of the Headquarters Coastal Command, Northwood; and of H.M.S. Northwood (the Headquarters unit of the R.N.R. at Northwood); officers of the Allied nations serving at Eastlant Headquarters; Sea Cadets of the Harrow unit, of which Admiral Madden is president, and many families.

THE SECOND WARRIOR

The Commander-in-Chief, in a short address, said how pleased he was to have a flagship bearing such a famous name. He went on to describe the history of the second Warrior, the figurehead of which now stands in the grounds of Admiralty House, Northwood. She was launched in 1861 and was the first British sea-going ironclad.

She was a big ship for those days, 9,000 tons, with a crew of 700 and under sail and steam combined made 16 knots. She was originally fitted with muzzle-loading guns, but, before she was commissioned, some of these had been changed for breech-loaders. Her first Gunner Officer was the great "Jacky" Fisher, then a lieutenant, who later as First Sea Lord built the Fleet with which the Royal Navy fought the First World War.

STILL IN USE

The hull of this old Warrior is still in use and forms the jetty at the oil-fuel depot near Pembroke Dock in Milford Haven. It is interesting to think that the ancestor of all the British armoured fleets is still afloat.

Two other Warriors are called to mind. The third, an armoured cruiser built in 1903, played a gallant part in the Battle of Jutland until she was sunk by the German battle cruisers. Her crew were taken off by the Engadine—the first seaplane carrier to be in action and the forerunner of our present carriers.

The last Warrior was a light fleet carrier—completed in 1946 and lent to the Royal Canadian Navy, thus being the first carrier to be operated by a Commonwealth navy. She was returned after two years and was finally sold to the Argentine, where she still operates, under the name of Independencia.

ACCOMMODATION

Hitherto the unaccompanied junior ratings at Northwood have been accommodated at R.A.F., Stanmore Park or Uxbridge, but now a new block has been opened at R.A.F., Northwood, for naval ratings and by kind permission of the Air Officer Commanding-in-Chief, Coastal Command, this has been called the "Warrior Block."

The Commander-in-Chief, Home Fleet, thanked the R.A.F. authorities for their kindness in looking after the Navy for so long, and for their co-operation with the former Navy Works Department for ensuring the speedy completion of the new block. He reminded the R.A.F. that in taking the name "Warrior" the Navy at Northwood in no way wanted to be separated from Coastal Command, to whom it is united by a common purpose.

Advancements

CONFIRMATION has been received that the following have been advanced to the Chief Petty Officer or Chief Artificer rate:

To Chief Petty Officer
JN. 581415 T. S. Butterworth, JN. 712646 B. P. Davies, JN. 819575 R. R. Coombes, JN. 144605 J. Leiby, JN. 158653 R. R. Lees, JN. 764653 L. R. Rawlings, JN. 188547 E. W. Minihane, JN. 245516 J. P. Clark, JN. 660588 W. E. Overton, JN. 646353 R. J. Holden, JN. 712909 K. G. Badger.
To Chief Petty Officer
MN. 859683 W. J. Sharps.
To Master-at-Arms
MX. 893118 R. Bell, MX. 802684 A. M. Girvan.
To Chief Petty Officer Cook (O)
MN. 856108 H. A. Croombs.
To Chief Petty Officer Steward
LN. 771567 G. E. Dance.
To Acting Chief Engine Room Artificer
MX. 645933 P. H. Deake, MX. 828285 W. C. West, MX. 888897 G. S. Zapie.
To Acting Chief Mechanician
KN. 892321 H. C. Kemp, KN. 903246 J. A. Sperring.
To Chief Shipwright Artificer
MX. 801266 D. H. Mann.
To Chief Joiner
MX. 802699 A. Reid.
To Acting Chief Ordnance Artificer
MX. 902661 A. H. B. Duff.
To Chief Engineering Mechanic
KN. 665951 A. J. Murdoch, KN. 894305 G. N. Marshall.
To Acting Chief Electrical Artificer
MX. 888672 R. H. Toner, MX. 857654 D. M. Brown, MX. 902632 W. L. J. Burns.
To Chief Electrician
MX. 884124 L. R. F. Foster, MX. 892590 A. T. Ackford, MX. 609154 W. I. Beaton, MX. 745961 H. N. Muller, MX. 835571 J. A. Lee.
To Acting Chief Radio Electrical Artificer
MX. 887960 D. A. Down.
To Chief Radio Electrician
MX. 915119 L. Hanks, MX. 891311 S. Crang, MX. 84982 J. J. Hayes, MX. 891612 G. E. Johnston, MX. 915131 G. R. Phillips.
To Chief Radio Supervisor
JN. 245918 G. Armitage, JN. 660354 P. R. Leonard.

(Continued on page 16, column 3)

DRAFTING FORECAST—YOUR NEXT SHIP

Notes (i) The term U.K. Base Port means the port at which a ship may normally be expected to give leave and refit. Portsmouth (C) indicates ships administered by Portsmouth but which will normally refit and/or give leave at Chatham.

(ii) As ratings are normally detailed for overseas service about four months ahead of commissioning date, and for home service about two months ahead of commissioning date, this should be borne in mind when preferring requests to volunteer to serve in a particular ship.

(iii) It is emphasised that the dates and particulars given below are forecasts only and may have to be changed—perhaps at short notice.

(iv) Ships in which Locally Entered Cooks (S), Cooks (O) or Stewards are to be borne in lieu of U.K. ratings are to be indicated as follows: (A)—All Cooks (S), Cooks (O) and Stewards; (B)—Cooks (S), other than one P.O. Cook (S), all Cooks (O) and all Stewards; (C)—Cooks (O) and Stewards only; (D)—Cooks (S) only; (E)—Leading Cook (S) and Stewards only; (F)—Cooks (S) and Stewards only.

GENERAL

H.M.S. Victorious (Carrier), June 12, at Portsmouth, for General Service Commission East of Suez/Home, U.K. Base Port, Portsmouth.

H.M.S. Lynx (A./A. Frigate), June 13 at Chatham, General Service Commission, Home/South Atlantic and South America, 7th Frigate Squadron, U.K. Base Port, Portsmouth.

H.M.S. Dalrymple (Surveying Ship), June 18, at Devonport, for Home Sea Service, U.K. Base Port, Devonport.

H.M.S. Berry Head (Escort Maintenance Ship), June 25, at Chatham, for trials.

H.M.S. Keppel (A./S. Frigate), June, Transfer to Fishery Protection Squadron, U.K. Base Port, Rosyth, Home Sea Service.

H.M.S. Meon (L.S.H.) July 26, at Bahrain, for Foreign Service (Middle East), Amphibious Warfare Squadron (B).

No. 759 Squadron, July 26, at R.N. Air Station, Brawdy, Pilot Training, Hunters.

H.M.S. Cavalier (Destroyer), end July, at Chatham, C. & M. party.

No. 829 Kent Flight, July 30, at R.N. Air Station, Culdrose, for Home Sea Service, General Service Commission, October, 1963, Home/

East of Suez, for H.M.S. Kent, Wessex.

H.M.S. Kent (G.M. Destroyer), August 12, at Belfast, for Home Sea Service, General Service Commission, October, 1963 (tentative date), Home/East of Suez, U.K. Base Port, Portsmouth (C).

H.M.S. Blackpool (A./S. Frigate), August, at Chatham L.R.P. complement.

H.M.S. Ulster (A./S. Frigate), September, at Devonport, C. & M. party.

H.M.S. Relentless (A./S. Frigate), September 5, at Rosyth, for trials, Commission March, 1964, for Foreign Service (Far East) from date of sailing, 3rd Frigate Squadron, Transfers to 26th E.S., December, 1964 (A).

H.M.S. Loch Alvie (A./S. Frigate), September 6, at Singapore, for Foreign Service (Far East), 3rd Frigate Squadron (A).

H.M.S. Appleton, H.M.S. Flockton (C.M.S.), September 9, at Bahrain, for Foreign Service (Middle East), 9th M/S Squadron (E).

H.M.S. Vidal (Surveying Ship), September 12, at Chatham, for General Service Commission West Indies, U.K. Base Port, Portsmouth (C).

H.M.S. Dido (A./S. Frigate) September 17, at Glasgow, for Home Sea Service, General Service Commission, November, East of Suez/Home (14 months), 22nd E.S. U.K. Base Port, Portsmouth (C).

H.M.S. Chilcompton (C.M.S.), September 23, at Aden, for Foreign Service (Middle East), 9th M/S Squadron (E).

H.M.S. Hampshire (G.M. Destroyer), September Change classification of service, General Service Commission, Home/East of Suez, U.K. Base Port, Portsmouth.

No. 829, Hampshire Flight, September, Change classification of service, General Service Commission.

No. 829 H.Q. Squadron, October 1, at R.N. Air Station, Culdrose, Home Sea Service, Wasp.

H.M.S. Kemerton (C.M.S.), October 1, Bahrain, for Foreign Service (Middle East), 9th M/S Squadron (E).

H.M.S. Cassandra (Destroyer), October 17, at Portsmouth, for General Service Commission, Home/Med,

21st E.S. U.K. Base Port, Portsmouth.

H.M.S. Parapet (L.C.T.), October 18, at Bahrain, for Foreign Service (Middle East), Amphibious Warfare Squadron (F).

H.M.S. London (G.M. Destroyer), October 22, at Wallsend-on-Tyne, for Home Sea Service, General Service Commission January, 1964, Home/East of Suez, U.K. Base Port, Portsmouth.

H.M.S. Barrosa (A./D. Conversion), October 25, at Singapore, for Foreign Service (Far East), 24th E.S. (A).

H.M.S. Penelope (A./S. Frigate), October (may be delayed) at Newcastle for Home Sea Service, 20th Frigate Squadron, U.K. Base Port, Devonport.

H.M.S. Mohawk (G.P. Frigate), November 13, at Barrow, for Home Sea Service, General Service Commission January, 1964, Home/Middle East, 9th Frigate Squadron, U.K. Base Port, Portsmouth (C).

No. 829 London Flight, mid-November (tentative date), at R.N. Air Station, Culdrose, for Home Sea Service, General Service Commission January, 1964, H.M.S. London, Wessex.

H.M.S. Ajax (A./S. Frigate), November 19, at Birkenhead, for Home Sea Service, Foreign Service from date of sailing—May, 1964 (tentative date), Far East, 24th E.S. (A).

H.M.S. Loch Fada (A./S. Frigate), November, at Singapore, for Foreign Service (Far East), 3rd Frigate Squadron (A).

H.M.S. Defender (Destroyer), November, at Chatham, for trials, (To Reserve on completion of long refit).

H.M.S. Kirkliston (C.M.S.), November, at Portsmouth, for Home Sea Service, 1st M/S Squadron vice Bronington, U.K. Base Port, Rosyth.

H.M.S. Caprice (Destroyer), November at Rosyth, L.R.P. complement.

H.M.S. Bulwark (Commando Ship), December 3, at Devonport, for Home Sea Service/Foreign Service (Far East).

H.M.S. Eastbourne (A./S. Frigate), December 3, at Rosyth, for trials, Commissions for Home Sea Service.

March 17, 1964, 17th Frigate Squadron, U.K. Base Port, Devonport.

H.M.S. Zulu (G.P. Frigate), December (may be delayed), at Glasgow, for Home Sea Service Commissions for General Service Commission, February, 1964 (may be delayed), Middle East/Home, 9th Frigate Squadron, U.K. Base Port, Rosyth.

H.M.S. Cook (Surveying Ship), December (under consideration), Place of commissioning under consideration, for Foreign Service (Far East Pacific) (A).

H.M.S. Eagle (Carrier), early January, at Devonport, for trials, General Service Commission, Home/East of Suez, early June, 1964, U.K. Base Port, Devonport.

H.M.S. Grafton (A./S. Frigate), January 2, at Portsmouth, for trials, Commissions for Home Sea Service, February 27, 20th Frigate Squadron, U.K. Base Port, Portsmouth (C).

H.M.S. Brighton (A./S. Frigate), January 9 (tentative date) at Portsmouth, General Service Commission, East of Suez/Home, 25th Escort Squadron, U.K. Base Port, Portsmouth.

H.M.S. Cavendish (Destroyer), January 9, at Rosyth, for General Service Commission, East of Suez/Home, 25th Escort Squadron, U.K. Base Port, Rosyth.

H.M.S. Falmouth (A./S. Frigate), January 9, at Devonport, for General Service Commission, East of Suez/Home, 25th Escort Squadron, U.K. Base Port, Devonport.

H.M.S. Aisne (A.D. Conversion), January 9, at Portsmouth, for General Service Commission, East of Suez/Home, 25th Escort Squadron, U.K. Base Port, Portsmouth.

H.M.S. Striker (L.S.T.) and No. 3 Assault Sq., January 14, at Bahrain, for Foreign Service (Middle East), Amphibious Warfare Squadron (B).

H.M.S. Aurora (A./S. Frigate), January 15 (tentative date), at Clydebank, for Home Sea Service, 2nd Frigate Squadron, U.K. Base Port, Portsmouth (C).

H.M.S. Carysfort (Destroyer), January 15, at Gibraltar, for trials, Service under consideration May 8, 1964, 24th Escort Squadron (A).

(Continued on page 5, column 1)

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NAVY FIGHTS FOR TRAPPED TERRIER

THE rescue of a terrier at the beginning of May resulted in the presentation on board H.M.S. Maidstone on May 19 of 12 Certificates of Honour.

Sub-Lieut. (S.D.) (T.A.S.) L. D. Hursthouse and C.P.O. (T.A.S.I.) A. Adamson led a team of demolition experts to try to rescue Roy, a four-year-old terrier which had been trapped for four days in a fox lair high in the hills of Glen Fannart, Dumbartonshire.

The scene was a rain-swept hill, a difficult cliff face, a fox-hole and men crawling about inside it with lights and Roy—somewhere.

Insp. J. Thomson of the R.S.P.C.A. and Mr. A. Rhodes, whose father-in-law owns the dog, were the first heroes of the rescue attempt. They crawled 30 feet into the hillside, throwing back mud and stones to clear the hole.

Help was then sought from the depot ship, H.M.S. Maidstone, at Faslane, and the demolition team

blasted three times to widen the hole, and it soon became obvious that a long job was ahead.

Volunteers led by Leading Steward Robert Potts soon appeared on the scene to help with the work in hand. Steward George Kelly was the smallest member of the team and he volunteered to crawl still farther into the hillside. The work continued for seven days and nights, George Kelly camping in the hills over the weekend to be on hand when needed.

Mr. Hyndman, Dumbartonshire Branch chairman of the R.S.P.C.A., presented the Certificates and, in addition, a gold wrist watch inscribed "Glasgow and West of Scotland S.P.C.A. to George Kelly of H.M.S. Maidstone for Humanity" was presented to Steward George Kelly.



This picture gives an idea of the difficult cliff face.

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the trust and reliability necessary for higher promotion.

"Neptune's" articles recall happy, and other, memories to those of us who served in the Navy during his period.

I look forward to reading many more of "Neptune's" very interesting articles on "Sailors in the Making."—P. THORNE, Presteigne, Radnorshire.

GALLANT STOCKTON

THE gallantry of the shipmates of the Stockton Branch of the Royal Naval Association was demonstrated recently. When the Ladies' Section was opened recently, the men played the ladies at football, losing by 1-9.

The match (?) was followed by a variety show and Easter bonnet parade in aid of spastics.

The local Sea Cadets are having a run of success. As the instructors are all from the Stockton Branch the successes are only to be expected.



One of the last duties of Capt. J. C. ing Officer of R.N. Air Station, Cu premises of Messrs. Bernards, The Beale, R.N., is on the left with Cdr. J. R.N. (ret'd.), a direct

SHIPS OF THE ROYAL NAVY

H.M.S. Llandaff

No. 91



ARCHBISHOP AT CHATHAM

H.M. DOCKYARD, Chatham, received a visit from the Archbishop of Canterbury, Dr. A. M. Ramsey, on Sunday, May 5, when the Archbishop presided and preached the sermon at the Parish Communion in the Royal Dockyard Church.

The light, graceful and delicately coloured interior of this 155-year-old church, fully described in a recent issue of "Navy News," was a splendid setting for the occasion. Sailors, Royal Marines, Wrens, naval officers, Admiralty civil servants, workmen and their families filled the pews and galleries. The service was conducted by the Chaplain of the Fleet, the Venerable Archdeacon R. W. Richardson, Q.H.C., M.A.

The epistle was read by the Flag Officer, Medway, and Admiral Superintendent, Rear-Admiral I. W. T. Beloe, C.B., D.S.C. Bread, wine and water for the Holy Communion were

brought to the altar by naval and civilian officers, and the alms by sailors, marines and workmen. The singing was led by the combined choirs of H.M.S. Pembroke and the Royal Dockyard Church.

Dr. Ramsey showed in his sermon how faith in Christ gives people the peace that they long for. After the service the Archbishop greeted all members of the congregation, and talked with the Service men and women as he walked between their ranks drawn up outside the church.

H.M.S. LLANDAFF, a "Salisbury" class Aircraft Direction frigate, was built by Hawthorn Leslie Ltd., Hebburn-on-Tyne, between November, 1955, and April, 1958.

Displacement is 2,350 tons (full load) and with a complement of 206 officers and men, the "Salisbury" class frigates are designed primarily for the direction of carrier-borne and shore-based aircraft. They will also serve as a lighter type of destroyer in offensive operations.

The ship is 340 feet (o.a.) with a beam of 40 feet. The guns are two 4.5-inch and the ship's A/S weapons are Squid triple-barrelled depth-charge mortars. Llandaff has a 500-kw. gas-turbine alternator and three diesel generators.



Steward George Kelly being presented with a gold watch by Mr. Hyndman, local chairman of the R.S.P.C.A.

SHIPS OF THE ROYAL NAVY

POSTCARD photographs of the following H.M. Ships may be obtained from the Editor, "Navy News," R.N. Barracks, Portsmouth, price 6d. each, which includes postage.

Theseus, Bulwark, Ocean, Eagle, Centaur, Glasgow, Kenya, Newcastle, Albion, Ark Royal, Loch Killisport, Diana, Taciturn, Daring, Chevron, Zest, Vanguard, Murray, Cumberland, Scorpion, Liverpool, Apollo, Lynx, Salisbury, Sheffield, Girdle Ness, Maidstone, Newfoundland, Warrior, Britannia, Bermuda, Victorious, Corunna, Alamein, Vigo, Tyne, Jutland, Talent, Palliser, Explorer, Porpoise, Redpole, Gambia, Tiger, Russell, Dainty, Protector, Undine, Defender, Dartington, Carron, Whitby, Eastbourne, Torquay, Mounts Bay, Belfast, Hermes, Armada, Yarmouth, Lion, Hartland Point, Leopard, Token, Chichester, Echo, Loch Fada, Tenby, Puma, Blake, Excalibur, Troubridge, Rhyll, Camperdown, Oberon, Cachelot, Blackpool, Berwick, Diamond, Acheron, Layburn, Scarborough, Sea Lion, Falmouth, Ashanti, Broadsword, R.F.A. Tidesurge, Striker, Plymouth, Barrosa and Virago.

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The mini-bus is handed over. Mr. Peters is seen talking to Mr. Liddle in the presence of a number of the children, most of whom are inside the vehicle

"We can go to the beaches now"

NAVAL ORPHANS GET OWN CONVEYANCE

"WITH this car our children will now be able to enjoy the beaches of Southsea, Hayling, etc., to which people from all over the country come, and which, because of transport difficulties, our children could not visit." So said Mr. J. R. Liddle, Superintendent of the Royal Naval and Royal Marine Children's Home, South Africa Lodge, Waterlooville, when a mini-bus was handed over to the Home on Saturday, May 11.

The cost of the bus has been defrayed by contributions from ships and establishments, the principal donors being H.M.S. Victorious, the originators of the idea, H.M.S. Vernon, H.M.S. Sultan, the Royal Naval Association branch at Portsmouth and the Cowplain Parish Council. Donors can rest assured that their gifts have

been well applied and the car will be the means of providing inestimable pleasure to the children.

In handing over the vehicle, Mr. Barry Peters, Director and General Manager of E.M.A. Ltd., Southsea, the Rootes Group main dealers for Portsmouth, said how pleased he was to see such a fine home and happy

children and presented Mr. Liddle with a handsome cheque towards the cost of the car.

"IT IS HOME"

A recent visitor to South Africa Lodge summed up her impressions with the words "This is not a home—it is home," and I think the omission of the capital "h" is most appropriate. The obvious happiness of the children bears out that this is home, a dictionary definition of which is "the abode of the family." At the moment there are 28 children accommodated (the maximum is 30) and they form one large family. There is no regimentation or uniformity—each is a member of the family, taking part in the family life.

Set in about eight acres, with well-wooded surrounds, South Africa Lodge embodies modern ideas with central heating, etc. There are two dining-rooms, two lounges, two quiet rooms (where the children study and do their homework) and two play-rooms. All the rooms are in bright, cheerful colours and the bedrooms, with pastel-coloured chests of drawers, wardrobes and so on are most attractive.

The object of the home is to provide, primarily, for the fatherless and/or motherless children of those below officer rank, serving, or who have served in the Royal Navy or Royal Marines, and children are accepted

Foreign leg starts with two appendicitis cases

NUBIAN LED FLEET FROM MALTA

H.M.S. Nubian (Capt. I. W. Jamieson, D.S.C., R.N.) sailed from Portsmouth on April 5 for the Middle East Station, and whilst on passage from Gibraltar to Malta the first case of an appendicitis "epidemic" appeared. Nubian raced into Malta on Easter Sunday morning to land E.R.A. E. G. Dexter, who was taken to R.N. Hospital, Bighi, and operated on that same day. His wife lives in Portsmouth and they were married only a few weeks before the ship left England.

Only two days out from Malta on passage to Port Said, the second case of appendicitis was correctly diagnosed by L.S.B.A. Allez (Nubian does not carry a doctor) and the ship was hastily diverted to Tobruk, where A.B. E. J. Bruford was lifted off by R.A.F. helicopter and taken to El Adem. Bruford's home is at Teignmouth, Devon. While in the Tobruk area, medical advice was sought from the R.A.F. concerning a painful slipped-disc case of A.B. Burley, who was landed by R.A.F. launch at Tobruk. Burley's wife lives in Southsea.

The ship then continued on her programme, leaving the invalids to rejoin when fit again.

PRESENTATION TO SHIP

While at Malta, Nubian was visited by the Commander-in-Chief, Mediterranean, Admiral Sir Deric Holland-Martin, K.C.B., D.S.O., D.S.C., R.N., who, on behalf of Lady Holland-Martin, presented the ship with a very attractive casket in blue jade, edged in gold with a Nubian's head on the

cover. The inscription reads: "To H.M.S. Nubian—who launched herself; from Lady Holland-Martin—who named her." When being launched in September, 1960, in Portsmouth Dockyard, Nubian started off down the slipway under her own power before the word go. Lady Holland-Martin was just in time to name her and reach her with the customary bottle of champagne!

On sailing from Malta, the Commander-in-Chief, Mediterranean, boarded Nubian and, wearing his flag, the ship headed the Fleet, consisting of H.M. Ships Devonshire, Duchess, Caprice and Cassandra, out of Grand Harbour. Later, after manoeuvres, the Commander-in-Chief, Mediterranean, was transferred by jack-stay to Caprice. During the war, serving as a Commander, Sir Deric Holland-Martin commanded the "Tribal" class destroyer Nubian for two years in the Mediterranean.

ADEN AND THE GULF

After passage through the Suez Canal, H.M.S. Nubian called at Massawa, in Ethiopia, on April 22. Calls were made by the Captain on the local government representatives and the Norwegian naval officer in charge of the naval base. H.M.S. Nubian left Massawa the following day and arrived at Aden on April 25. The ship sailed for Bahrain, in the Persian Gulf, in early May to carry out exercises with units of the Imperial Iranian Navy.

In Memoriam

Mark Donnelly, Corporal, Royal Marines, R.M. 11584, 40 Commando, R.M. Died April 15, 1963.

Ronald John White, Air Artificer 1st Class, I/FX. 82483, H.M.S. Golderest. Died May 13, 1963.

served the Royal Navy and the country well. A look at the happy faces of the children now in South Africa Lodge would convince the most doubting sceptic that money so donated is well spent.

LONG HISTORY

The R.N. and R.M. Children's Home has a long history, being started as the Portsmouth and Portsea Seamen and Marine Orphan Schools in 1834, "for the purpose of clothing and educating the destitute fatherless children of Seamen and Marines." It was a day school for boys and girls in St. George's Square, Portsmouth, until 1851, when a new building was purchased in Lion Terrace.

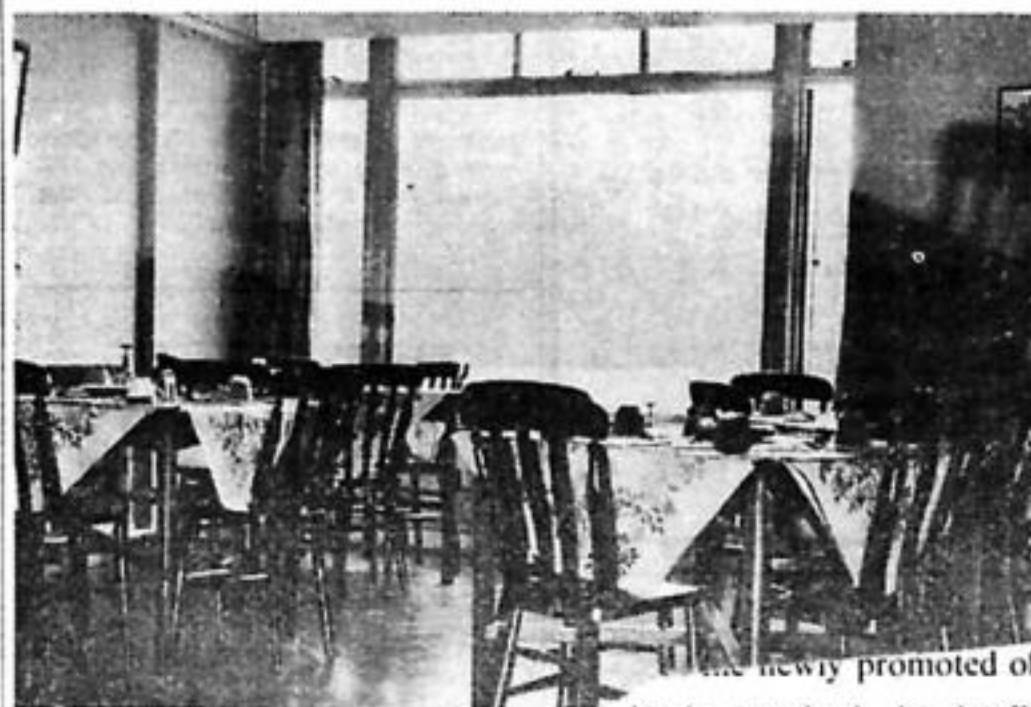
In 1876, the premises in St. Michael's Road, Portsmouth, were opened as a girls' home, accommodating some 150 children, and this continued until the outbreak of the war in 1939, when the building was requisitioned. Orphan boys were accommodated at the Farningham and Swanley Homes, the committee paying for their maintenance, etc.

After the war, when it was found impossible to obtain possession of the building in St. Michael's Road, and as a result of an offer of £10,000 from the "Aid to Britain Fund" from Natal, South Africa, the committee decided to sell the building in St. Michael's Road and purchase a property in Waterlooville, erecting a new home which was first occupied in 1952 and formally opened in October of that year by Dr. Fleming, the then Lord Bishop of Portsmouth.

ALL NAVAL CHILDREN ACCEPTED

Although started in Portsmouth so many years ago, and with the home situated in the area, it should be noted that the benefits of South Africa Lodge are not confined to the children of Portsmouth ratings. The children of all men who have served or are serving in the Royal Navy, and orphan children of men of the R.N.R. and R.N.V.R. are eligible for acceptance.

Although primarily intended for orphans, children who have only one parent, children from broken homes or, in emergencies when, say, the father is abroad and the mother has to go to hospital and there is no one



One of the light, cheerful dining rooms wooded surrounds can be seen

from the age of three years. Children may remain until the age of 15.

During their time in the home the children are wholly maintained and clothed, and attend the local schools, receiving every assistance to follow their chosen careers, including nursing and the Services.

Some £3,000 to £4,000 per annum, in addition to the income from investments, is required to run the home, and I commend South Africa Lodge to all concerned with ship and establishment welfare funds and in particular the treasurers of welfare funds of ships paying off. Donations to the R.N. and R.M. Children's Home are donations to the kith and kin of those who have

(Continued in column 4)

the newly promoted officer has complete confidence in the standard, the detail and the quality of uniforms supplied. A representative will call if necessary, and a price list will be forwarded on request.

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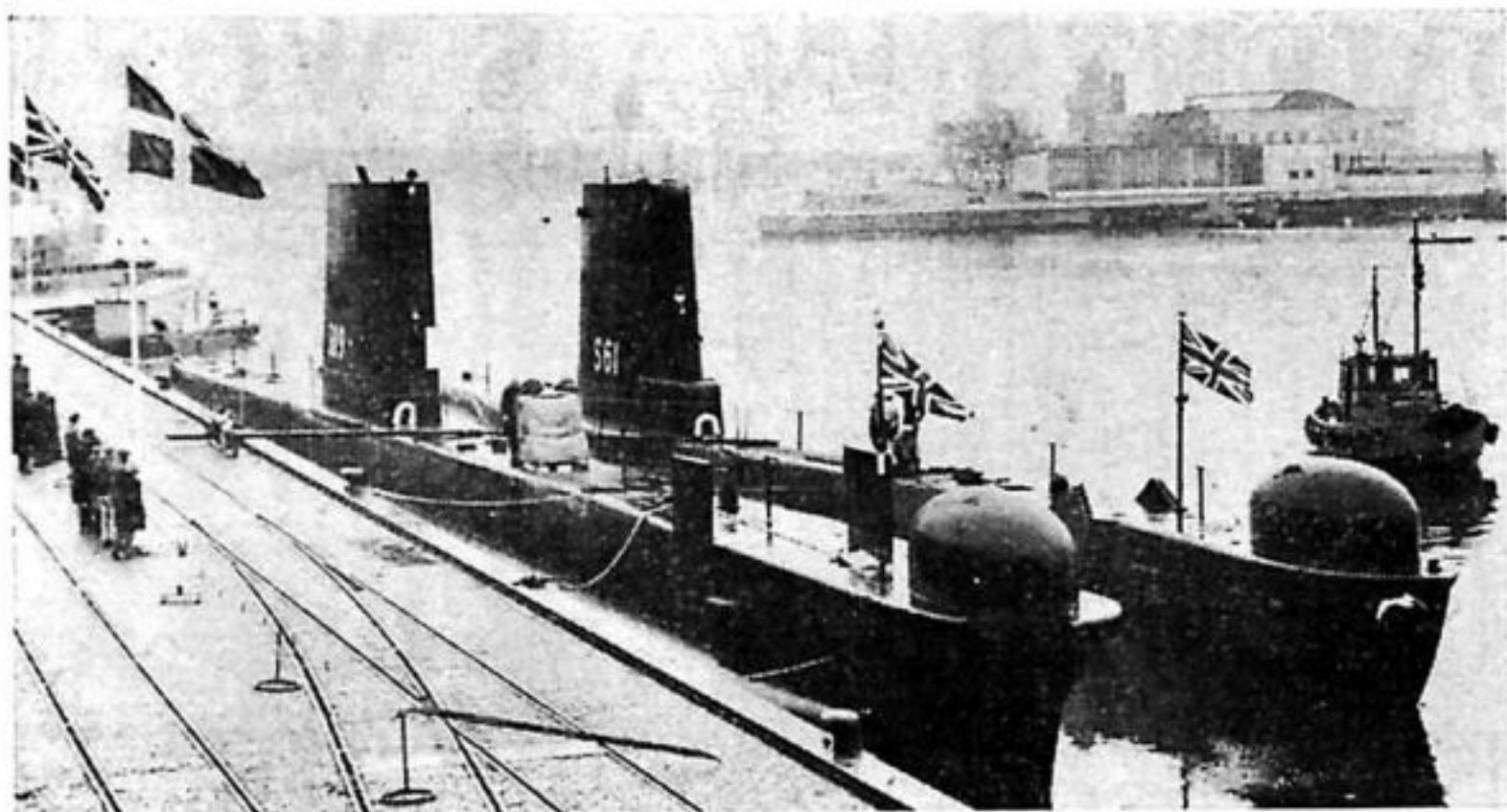
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H.M. Submarines Oberon and Acheron at Helsingborg. (Photo: Expo-foto, Helsingborg)

Swedish welcome more than made up for pack ice delay

OBERON AND ACHERON VISIT HELSINGBORG

IT was frustrating, to say the least, for H.M.S. Oberon (Lieut.-Cdr. B. Whitecross, R.N.) and H.M.S. Acheron (Lieut.-Cdr. F. N. Ponsonby, R.N.), on a recent visit to the land of the Ekberg, to be delayed by pack ice. However, in spite of the wait, when they did arrive it was to start a very pleasant four days in harbour.

Helsingborg is a small town in the south of Sweden only three miles across the water from Elsinore, in Denmark. Apart from a fine new port, the local industries include glass-making and brewing, and the King's summer residence is found just outside the town. Swedish glass is world-famous and a number of lucky sailors had the opportunity of buying it at cost price after a visit to one of the factories. The manager of the brewery proved even more generous!

A strong liaison with the fire brigade was struck up after a soccer match with a combined team from the submarines. It was only when one of the ships' officers inquired what would happen if there was a fire that the chief fire officer realised that he had better make arrangements with a neighbouring brigade, as the majority of his own men were playing. Fortunately the only use for the fire engine that day was to transport the submarines to and from their boats, a new experience for most of them.

MINIATURE FARNBOROUGH

The Swedish Air Force laid on a miniature Farnborough for about 40 officers and ratings. Saab and Hawker Hunter fighters punctuated the commanding officer's speech of welcome

with low-level flights and aerobatics. There was also a fine ground display of aircraft and associated equipment



Fröken Inger Wahlberg (age and telephone number not supplied) on board H.M.S. Acheron at Helsingborg

and a demonstration of survival gear. The afternoon ended with a first-class tea in the airmen's messes.

A party for about 30 under-privileged children was held in H.M.S. Acheron. The submarine was converted into a playground for the afternoon with children everywhere. When sufficient steam had been let off, there was a cartoon film show, followed by an enormous tea in the Petty Officers' Mess. The children finally staggered ashore to be presented with Easter eggs and pictures of the submarine.

STREAM OF VISITORS

The submarines were opened to visitors on another afternoon. The local Press estimated that 7,000 people looked round in three hours! In fact, there were at least 1,400 visitors in one afternoon alone and, with private guests and special parties included, about 2,000 Swedes visited the boats. The stream of visitors posed a problem for off-duty sailors trying to "get their heads down" in the afternoon after a hectic run ashore the previous evening. After the children's party one sailor was found squeezed into the radar office wrapped up in his sleeping bag, fast asleep, standing up!

It was discovered that a visit to Elsinore, in Denmark, was well worth while. Fortunately the ferries ran every 20 minutes and the tax on beer was far less, both in the ferries and in



Men were soon on the spot and did a grand job salvaging the beer, etc., and the belongings of the N.A.A.F.I. staff

FIRE AT FASLANE

THE thatched roof of the Chief Petty Officers' and Petty Officers' Club, La Vista, at Faslane, was completely destroyed in a recent fire.

The fire is said to have started on the first floor and despite the fact that the depot ship fire party and the local fire brigade were on the spot within minutes of the smoke first appearing, the club, run by the N.A.A.F.I., suffered severe damage. The ground floor, however, was saved.

Miss Crystal, the N.A.A.F.I. manageress, and her four assistants, lived on the first floor, but most of their belongings, as well as the furniture and all N.A.A.F.I. stocks, were saved by the swift action of the sailors, who left the fire-fighting to the experts.

The club will be out of use for some time, but the guest room of the Squadron Club (Junior rates) was allocated immediately to those displaced by the fire, and the five N.A.A.F.I. staff who had lost their home during the afternoon were at their posts at six in the evening.

Denmark, than in Sweden. To compensate for this it is fair to say that free dance tickets invariably included the price of the first drink, and sailors in uniform were allowed free travel on public transport and free entry into most public places in Helsingborg, including the local swimming baths, where massage and steam baths could be brought to bear on "mornings after," with therapeutic effect.

The submariners left Helsingborg with mixed feelings. The officers and the more enterprising of the sailors had enjoyed themselves. The Swedes are a very hospitable race and generous with their entertainment to individuals who make the effort to get to know them. The bright lights of Elsinore, in Denmark, had also been sampled and approved by the more adventurous spirits. But for those who expect to find an English atmosphere and an English public house in every foreign port, Helsingborg is not the place to visit.

How can I save?

Of course I try to. But my pay's not enough to save anything.

That's what I thought when I was your age until someone showed me the Progressive Savings Scheme. I only had to put aside £3 a month by Naval allotment but when I leave the Service next year I can collect £855.

Sounds too good to be true. Where's the catch?

No catch. And if I had died at any time my



wife would have received the whole £855 immediately. You see, it's a Savings Scheme and Life Assurance rolled into one.

Supposing you hadn't signed on for 22 years' service?

When I had done my nine years, as I had paid premiums for 7 years, I could have drawn £234 to help set me up in Civvy Street. Now, after 22 years' service, I shall have the option of taking the £855, or if I don't need the cash immediately, a pension of £172* a year when I retire from civilian work at 65.

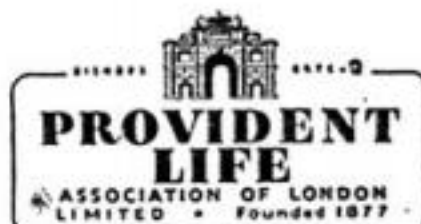
*For members of the W.R.N.S. the Pension is £149 a year.

Which will you take?

I'm going for the pension. I'm all lined up for a job already, and with an extra pension to look forward to when I retire and the wife provided for if anything happened to me—well, it's the kind of security we all want.

How do you set about all this?

That's easy. Ask the Provident Life for details of the Progressive Savings Scheme.



—Send this coupon to 246 Bishopsgate, London, E.C.2—

Please send me details of the Progressive Savings Scheme

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Address

Rating or Rank

Age next birthday.....NN

DRAFTING FORECAST (cont'd)

(Continued from page 2, column 5)

H.M.S. Cavalier (Destroyer), January 16, at Chatham. Increase from C. & M. party to L.R.P. complement.

H.M.S. Corunna (A./D. Conversion), January, at Rosyth, for General Service Commission, Med./Home, 21st Escort Squadron, U.K. Base Port, Rosyth.

H.M.S. Palliser (A./S. Frigate), January, at Rosyth, L.R.P. complement.

H.M.S. Ulster (A./S. Frigate), January, at Devonport. Increase from C. & M. party to L.R.P. complement.

H.M.S. Scarborough (A./S. Frigate), February 13, at Portsmouth, for trials. Home Sea Service Commission, April 16, 1964, 17th Frigate Squadron, U.K. Base Port, Devonport.

H.M.S. Dainty (Destroyer), February 27, at Portsmouth, for trials. (To Reserve on completion of long refit.)

H.M.S. Whirlwind (A./S. Frigate), February, at Chatham, for General Service Commission, W. Indies/Home, 8th Frigate Squadron, U.K. Base Port, Portsmouth (C).

H.M.S. Ashanti (G.P. Frigate), February, at Devonport. General Service Commission, Home/Middle East, 9th Frigate Squadron, U.K. Base Port, Devonport (B).

No. 820 Squadron, March 3, at R.N. Air Station, Culdrose, General Service Commission, For H.M.S. Ark Royal, Wexsex.

H.M.S. Bastion (L.C.T.), March 5, at Bahrain, for Foreign Service (Middle East). Amphibious Warfare Squadron (F).

H.M.S. Rothesay (A./S. Frigate), March, at Portsmouth. General Service Commission, West Indies/Home, 8th Frigate Squadron, U.K. Base Port, Portsmouth.

H.M.S. Chichester (A./D. Frigate), March, at Chatham, for trials. General Service Commission, Med./Home, June, 1964, 27th Escort Squadron, U.K. Base Port, Portsmouth (C), (A).

H.M.S. Caesar (Destroyer), March. Place of commissioning and type of service—under consideration, 27th Escort Squadron.

H.M.S. Lincoln (A.D. Frigate), March, at Singapore for Foreign Service (Far East), 24th Escort Squadron (A).

H.M.S. Galatea (A./S. Frigate), March, at Wallsend-on-Tyne, for Home Sea Service, 3rd Frigate Squadron, transfer to 26th Escort Squadron, December, 1964, Foreign Service, September, 1964 (date of sailing). Far East (tentative date) (A).

H.M.S. Euryalus (A./S. Frigate), April 20, (tentative date), at Greenock, for Home Sea Service, 3rd Frigate Squadron. Transfer to 26th Escort Squadron, December, 1964, Foreign Service (from date of sailing) Far East.

H.M.S. Duchess (Destroyer), April at Singapore for Foreign Service (Far East), 24th Escort Squadron.

H.M.S. Lion (Cruiser), April, at Devonport. Service under consideration, U.K. Base Port, Devonport.

H.M.S. Hermes (Carrier), April, at Devonport, L.R.P. Complement.

FEW DULL MOMENTS IN A/S WORK

Christmas Day nightmare

[Continuing the story of his career, Neptune, who joined the Royal Navy as a young seaman in 1904, told, in the May issue, of his work when in command of H.M.S. P.C. 74 at Portland, in 1927. Last month Neptune recalled being "detailed" to produce the A/S. Flotilla Concert Party to raise funds for local hospitals in conjunction with the Weymouth authorities. The concert party was given the name of "The Co-opportunists."]

THE Mayor of Weymouth and, indeed, all members of the Town Council, became quite enthusiastic about "The Co-opportunists Concert Party." Although this enthusiasm was encouraging, "the proof of the pudding is in the eating" and I was tortured by doubts. Would it be a success or would it be a flop?

All my doubts were groundless. Arrangements were made for two performances and 1,000 tickets were printed for each: such was the enthusiasm running through the A/S. Flotilla that all tickets were sold in advance. The two performances succeeded beyond measure and not only had all the tickets been sold but members of the audience were inspired to send up cheques to me while I was on the stage in the Grand Finale.

MONEY 'POURED IN'

A "Sailors' Funny Party" toured the streets all day, complete with barrel organ, and proved to be a great attraction. Finally, the whole concert party, "jazz band" and all, mounted on lorries, joined in the carnival procession. Canvas hoses on broom handles were rigged outboard and the money just poured in.

The efforts of the Anti-Submarine Flotilla raised one-fifth of the total amount collected for the hospital funds.

I have always felt deeply grateful to the members of the "Budmouth Orpheans" who had, by their assistance, contributed so much to our success. The demand, or perhaps it is better put, the requests for the "Co-opportunists" to give other shows continued for quite a long period.

Shortly after this incursion into "show business" I was directed to take part in another experiment. A submarine was detailed to proceed into West Bay and to dive and lie on the sea-bed, somewhere between Portland Bill and Lyme Regis. A few hours later, P.C. 74 was directed to proceed to West Bay, and locate her with Asdies.

At that time there were a number of wrecks in the bay from which contacts could be obtained. The commanding officer of the submarine decided to dive and lie in a position in the vicinity of a wreck. The hunting ship, received echoes on a certain bearing, and referred to the chart on which the wreck was marked, and assuming that the echoes were from the wreck

ignored them and proceeded to search elsewhere.

A SUCCESSFUL SEARCH

Further searching being unsuccessful, P.C. 74 returned to a position in the vicinity of the wreck and picked up an echo much different from the sound of the previous series. Eventually, by keeping in constant contact with the object, it was possible to plot the length and breadth of it, in degrees of arc, which led to the conclusion that it must be a submarine. The signal to surface was made with explosive charges and up she came.

SAILORS IN THE MAKING By NEPTUNE

The year 1927 was nearing its end. H.M.S. P.C. 74 had been almost continuously at sea with training classes, carrying out experiments, sometimes acting with the destroyers in a screening exercise and periodically undertaking "equal speed manoeuvres." There were few dull moments.



The Barrel Organ Party of H.M.S. P.C. 74—Portland, 1927

and P.C. 74 were having a real pounding as they rolled and pitched.

NO CHRISTMAS DINNER

Throughout Christmas Day conditions got worse. It was impossible to prepare Christmas dinner—all hands were needed for replacing securing wires, as they snapped like grocer's twine, and the hazlewood fenders were completely smashed. The climax came near midnight on Christmas Day. A blinding blizzard continued for many hours. It was pitch dark, the leads from the shore electric junctions having been torn away, so nothing could be done until daylight.

It was Boxing Day and the dockyard offices and stores were closed, so I requisitioned the keys of the stores from the Dockyard Police, who, very reluctantly handed them over.

As the storm abated new wires and fenders were obtained, thus enabling all vessels to be adequately secured. The vessels in the Penns had escaped with little damage, but P.C. 74 and Torrid had some ship-side plates buckled.

What a nightmare Christmas, 1927, had been, yet I never heard a grumble! How pleased we all were, though, to get away on leave early in the New Year and to forget the hours of anxiety. It is such hectic conditions that help to make us all good sailors.

P.C. 74 RAMMED

Before proceeding on leave H.M.S. P.C. 74 had been secured in what was thought to be a snug and convenient berth, on the inner side of the coaling arm. It was with much astonishment that after a few days on leave I received a telegram to return forthwith. P.C. 74 had been rammed amidstships by a destroyer. To have been so damaged while secured alongside a jetty was akin to adding insult to injury. Nothing could be done at Portland, so I received my sailing orders—to proceed to Portsmouth for docking and repairs.

It was March, 1928, when once more

P.C. 74 arrived back at Portland and resumed instructional duties.

Anti-submarine exercises, particularly with training classes, placed a greater responsibility on the shoulders of the commanding officer of the surface vessel much more than in any other form of training, because he was entirely responsible for the safety of the submarine while submerged. Quite a few things could happen even when the exercise was only of one hour's duration. For instance, the buoys towed by the submarine could break away, and if contact was lost when operating in a limited area, it was difficult to estimate the likely position of the submarine, especially when nearing the end of the exercise, when it was necessary to stop engines five minutes before the end and the process of "tapping hull" commenced. Such circumstances caused a good deal of anxiety when stopped and rolling violently and unable to use the engines.

NO RELAXATION

Sometimes, when contact had been lost, the submarine would surface rather too close to be comfortable. Similar conditions arose from time to time if the buoys were towed below the surface, due to the tow-rope fouling the conning tower, or because of an insufficient length of tow rope.

There could be no period of relaxation for the officers and signal ratings on the bridge of a hunting ship, while a submarine was submerged.

Apart from the training routine, a number of miscellaneous requirements cropped up. On one occasion P.C. 74 was detailed to attend on a battleship carrying out gas experiments in West Bay. At the start the weather conditions were ideal, with the wind off shore. All hands donned respirators, although there appeared to be no danger. At noon, the hands were piped to dinner. After a short period the wind suddenly changed and the gas cloud was being blown inshore. There was just time to ring the alarm bell and for the bridge personnel to don their respirators before P.C. 74 was enveloped in the gas cloud. Whether the gas was lethal was never known, but we in P.C. 74 had had a shock, but our respirators saved us from any harm. From our point of view the experiment had successfully demonstrated the use and efficiency of our respirators.

While I was in command of P.C. 74 there were many duties to be carried out in addition to the training routine and experiments. For several weeks P.C. 74 was detailed to attend on H.M. Submarine M.1. The 12-inch gun with

The Co-opportunists Concert Party, Anti-submarine Flotilla, Portland, 1927

which she had originally been armed, had been removed and, in its place, a hangar had been mounted. Trials were carried out, the submarine diving, then surfacing and the aircraft being flown off. These experiments apparently proved to be satisfactory, as M.2 and M.3 were eventually fitted. Unfortunately all three of these submarines were lost. My First Lieutenant when P.C. 74 was attending the trials of M.1, lost his life when he went down in M.3.

BURIAL AT SEA

The saddest duty I was called upon to carry out was a burial at sea. An engineer commander had expressed a wish to be buried at sea and P.C. 74



Fixing H.M.S. P.C. 74's position for a burial at sea

was detailed for this purpose. My instructions were to proceed to a position 180 degrees, two miles from Shambles Light Vessel and, after the burial service, to be carried out by a naval chaplain, I was to commit the coffin to the deep.

The coffin was embarked, draped with the Union Flag, being carried along the Penns by six seamen, followed by a lone mourner, the commander's wife, and the undertakers carrying many wreaths.

As I backed out of the Penns I saw the commander's wife standing alone. How sad she must have felt as she watched us disappear from view. The service was impressive and conducted with great reverence, ending with the hymn, "Nearer, My God, to Thee."

(To be continued)

WRITER FACED COMMANDER AT NOON

WRITER Trevor Walker took a deep breath and strode boldly towards Cdr. A. E. Edmondson in the pay office of H.M.S. President at noon precisely on Friday, May 10. Cdr. Edmondson, the supply officer, gave him an indulgent smile, watched by the rest of the office staff in Furze House. For this was a happy occasion—the presentation of a wedding gift.

Cdr. Edmondson said: "When I was here a few weeks ago to perform the same task for Chief Writer Crowley I had cheerfully hoped it would be the last presentation for some months, but it is quite obvious that spring is working overtime this year. So once again it is my duty and pleasure to present to Writer Walker on behalf of the office staff this cutlery set and to wish him all success and happiness in his forthcoming marriage. I also hope he will enjoy his draft to H.M.S. Cochrane in the wilderness of Scotland!"

Now it was Walker's turn to make

a speech. He fumbled in his pockets, then shook his head and apologised for mislaying his notes. When the laughter had eventually faded away, Walker proved to be in top form for he said: "I saw Chief Writer Crowley's wedding gift so I figured it may be a good thing to have a bash myself, just to see what I would get!" With a huge grin he added: "It was well worth the effort. Thank you all very much."

Walker was married at Tunbridge Wells on May 11 and spent his honeymoon in Norfolk.

Captain F. Stovin-Bradford, Chief of Staff to Flag Officer Air (Home), is the guest of honour on June 11 at the Bedford Modern School for the centenary parade of the Combined Cadet Force. Capt. Stovin-Bradford is the senior serving old boy.

Admiral Sir Royston Wright, Second Sea Lord, will take the salute at the evening performance of the Royal Tournament on June 21.



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NEPTUNE'S SCRAPBOOK



Rear-Admiral W. J. Munn, C.B., D.S.O., O.B.E., was placed on the Retired List to date May 21.

Cdr. J. G. B. Cooke, D.S.C., is to be promoted to Rear-Admiral to date July 8, 1963, and to be Assistant Chief of Naval Staff (Warfare) in succession to Rear-Admiral M. J. Ross, C.B., D.S.C., the appointment to be effective in October next.

Capt. F. B. P. Brayne-Nicholls, D.S.C., R.N., is to be promoted to Rear-Admiral to date July 8, 1963, and to be Chief of Staff to Flag Officer, Commanding-in-Chief, Far East Fleet, in succession to Rear-Admiral B. C. Durant, C.B., D.S.O., D.S.C., the appointment to take effect in July.

Capt. J. G. Watson, R.N., is to be promoted to Rear-Admiral to date July 8 and to be Admiral Superintendent, H.M. Dockyard, Rosyth, in succession to Rear-Admiral I. G. Aylen, C.B., O.B.E., D.S.C., the appointment to take effect in September next.

The tenth Reunion Dinner of past and present members of the Royal Yacht Squadron will be held at the Royal Beach Hotel, Southsea, on Saturday, June 22, at 6.30 p.m. for 7.15 p.m. Tickets, price 17s. 6d., may be obtained from C.E.R.A. G. Rolfs, H.M. Yacht Britannia, or Mr. S. Weaver, 37 Yarmouth Road, Cosham.

The H.M.S. Barham Survivors Association will be holding this year's reunion in H.M.S. Chrysanthemum on September 21. The cost is £1 per head and the time is 6 p.m. for 6.30. The C.P.O.'s' Mess in H.M.S. President is available during the afternoon. Mr. L. Horner 10 Astbury Road, Peckham, London, S.E.15, will be pleased to deal with any inquiries. The reunion dinner is for men only and members of the Association may use the facilities of the Union Jack Club, but the appropriate form must be obtained from Mr. Horner.

The Army Art Society is holding its 32nd Exhibition from September 30 to October 11 at the Chennil Galleries, King's Road, Chelsea. All ranks of the Army, Royal Navy and Royal Air Force, past or present, permanent or temporary, may submit works for consideration. Particulars may be ob-

tained from The Honorary Secretary, The Army Arts Society, W. A. Arnold, 4 West Drive Gardens, Harrow Weald, Middlesex.

H.M. Ships Tenby (Capt. T. T. Lewin, M.V.O., D.S.C., R.N.), leader of the 17th Frigate Squadron, Torquay (Cdr. P. E. C. Berger, M.V.O., D.S.C., R.N.), and Wizard (Lieut.-Cdr. W. D. Jenks, R.N.), with nearly 200 cadets from Britannia Royal Naval College, Dartmouth, are at present visiting the United States and Canada. The ships left Devonport on May 13 and after visiting Bermuda, Annapolis, Boston, St. John (New Brunswick), Halifax, Toronto, Toledo, Cleveland (Ohio), Quebec and St. John's, Newfoundland, will return to Devonport on July 19.

Royal Sailors' Rest for Scotland

THE Royal Sailors' Rests at Portsmouth, Devonport, Londonderry and Weymouth have long been known to naval men and their families and now, at long last, Scotland, too, has its own Rest. It is at Lossiemouth and will help to fill a long-felt want by those serving at R.N. Air Station, Lossiemouth.

The Rest was officially opened on May 27 by Vice-Admiral Sir John G. Hamilton, K.B.E., C.B., the Flag Officer Air (Home).

Furnished accommodation is hard to come by in Lossiemouth, but the new Rest will enable families to stay in the luxury of a good-class hotel at very modest prices for a month or two so that they are on the spot and all prepared to move into a married quarter as soon as one becomes available, or else they can look around for private permanent accommodation.

Single men can also enjoy the benefits of the restaurant and other facilities and also be provided with a room if needed and available.

Pensioner comes back for a day

WHEN 85-year-old ex-C.P.O. F. A. Rendle, of Cosham, wrote to the Commander-in-Chief, Portsmouth, (Admiral Sir Wilfrid Woods, G.B.E., K.C.B., D.S.O. and Bar), wishing him a "successful and happy term of office" soon after he was appointed Commander-in-Chief, and mentioning that he had first entered the Royal Naval Barracks, Portsmouth, when they were first opened 60 years ago, little did he realise that he would once again enter the barracks, this time in a car provided by the Commander-in-Chief and to be his personal guest at a rehearsal of the traditional field-gun drill for the Royal Tournament.

Former C.P.O. Rendle entered the Royal Navy in 1894, leaving when he was wounded at the Battle of the Dardanelles.

On June 6 the Portsmouth Command field-gun crew will be having their final rehearsal for the Royal Tournament display and Mr. Rendle with the Commander-in-Chief will watch the field gun run, and then join the Chief Petty Officers of the Royal Naval Barracks for the rest of his day back "in" the Navy.

THREE BOB A DAY

Mr. Rendle will no doubt compare his pay of three shillings a day (as a C.P.O.) and the food conditions of so many years ago with the pay and conditions in the barracks today.

In his letter to Sir Wilfrid, Mr. Rendle said that he entered the barracks, having just paid off H.M.S. Rattler, a wooden gunboat of 701 tons, home from the Boer War, adding: "They were hungry times, months and months with no bread or fresh meat, only candles for light, and half the men couldn't read or write. Besides my duty as a ship's steward I kept the ship's ledger, was butcher, librarian and schoolmaster and was ordered aloft to set and furl sails when half the crew went down with Yellow Jack."

PIKE AND BATTLE-AXE

His first ship was the ironclad battleship H.M.S. Alexandra, a central battery ship of 1875 which was sold in 1908. She had 10-inch guns and a ship's company of 900—including the ship's fiddler—and when he learned to drill he did it with boarding pikes and battle-axes.

PIONEERS IN W/T

THE ex-Royal Naval Telegraphists (1918) Association is appealing to its members—and others who can help—for information concerning the type of W/T apparatus, both receiving and transmitting, that was in use in the Royal Navy prior to the end of the First World War.

One of the "youngsters" of the Association, "Chief" "Jumper" Collins, who is in his 80th year, has already started the ball rolling by writing a detailed account of the apparatus in use, and his experiences while operating it during the period 1902 to 1907.

The No. 1 operator of the Royal Navy, Cdr. Percy Carter, R.N., now in his 84th year, is still hale and hearty and always attends the Association's annual general meeting and dinner. His recollections go back to before the crystal was discovered, and when the "Le Clanche Cell" was thought to be a French jail.

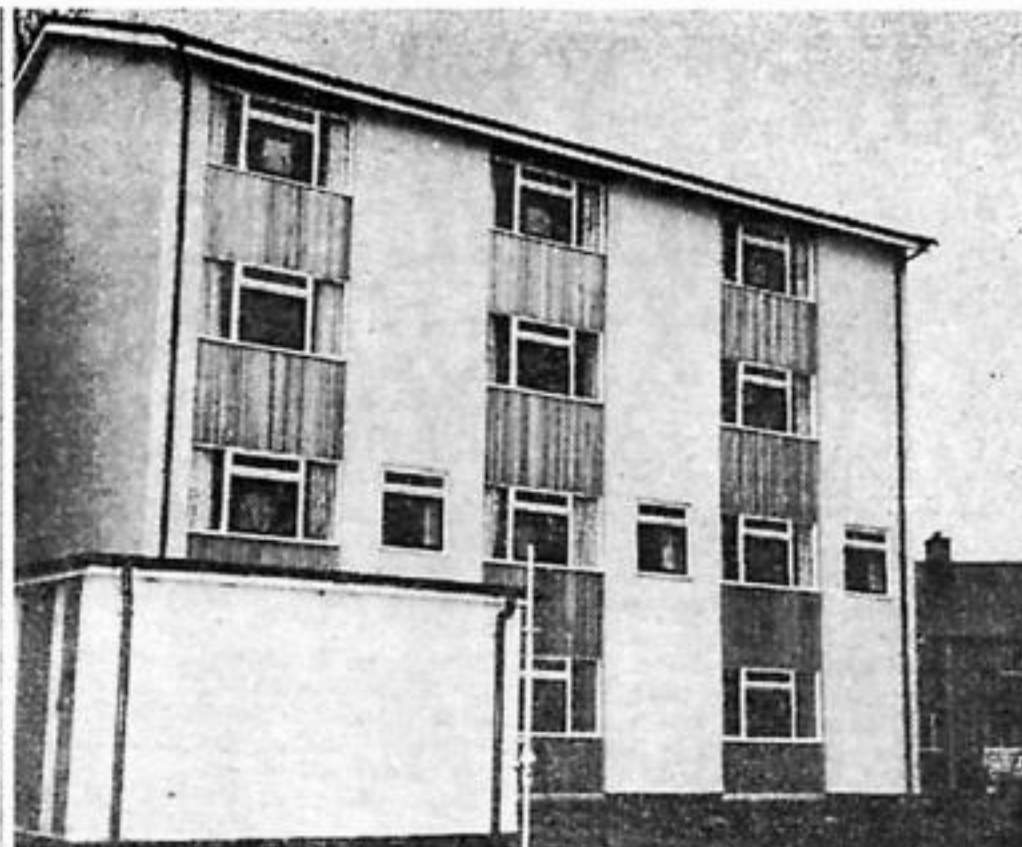
The chairman of the Association, Mr. C. E. Bottle, (who resigned from the office of honorary secretary last year, after more than 30 years in that office), asked the older members to write regarding their early years in the W/T branch.

B.B.C. STAFF

The Association is unique in many ways, primarily because the pioneers of radio are numbered among its members; and the technical staff of the B.B.C., in its early days, was about 75 per cent, ex-naval wireless branch.

The Association's numbers are diminishing every year, as the rules restrict membership to those who were serving in the W/T branch of the Royal Navy prior to November 11, 1918, and this means the Association will continue only as long as there are some of its present members still living.

The annual general meeting and dinner for 1963 will take place on (Continued on page 16, column 5)



Mrs. Jacqueline Pengelly, wife of Leading Airman (Photo) Pengelly, of H.M.S. Maidstone, in her kitchen at No. 1, Hood Court, Helensburgh. Above—a front view of one of the blocks.

New type married quarters with furniture to match

SIXTY Chelsea-type luxury maisonettes, the first married quarters of this new design to be built in the United Kingdom, are nearing completion at Helensburgh for ratings of the 3rd Submarine Squadron. The first of the blocks was occupied on April 29 and the remainder will become available at intervals until the final completion date, July 30.

The maisonettes are of two- and three-bedroom types, all with under-floor heating and are attractively decorated in a variety of colour schemes, with matching fabrics and furniture of contemporary design.

On completion of the building work

the whole terrain will be expertly landscaped to maintain harmony with the surrounding woodland and, to help complete the picture, coniferous trees will be planted on the south-west aspect.

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Royal Yachtsmen hope that Tahiti garlands floated shorewards

BRITANNIA RETURNS FROM 32,000 MILES TRIP

THE Royal Yacht Britannia returned to Portsmouth on May 6 after her third trip around the world on Royal duty, and one which might be the envy of those who spent the past winter in Britain. The yacht sailed from Portsmouth on December 7 before the start of the arctic weather at home, and after a short call at the Azores, spent Christmas in Jamaica, where the Christmas tree at the mainmast was in contrast to the calypso band which played throughout the period on the adjacent pier.

All on board received a warm welcome in the newly independent island and the limbo and calypso had been well polished up by the time we reached Panama for the New Year. A close liaison was established with the United States Forces in the Canal Zone who even went so far as to field an official soccer team for the first time and the yacht was described in the local American language newspaper as "Her Majesty Queen Elizabeth The Second's own personal sea transportation."

DISTRESS CALL ANSWERED

With 1963 well and truly seen in by all on board, the yacht set out on the long haul across the Pacific, which was enlivened about a week later by a distress call from the British Merchantman Glenmoor, which had a badly burned man on board. Britannia

made rendezvous with her and the injured man was taken on board under the care of the Medical Officer and eventually landed in Fiji, happily fully recovered.

During the passage across the Pacific, and indeed during all of the outward and homeward passages, there was a full programme of dog-watch activities of all sorts, including deck games, "race meetings", quizzes, competitions, etc. But much of the credit for the freedom from boredom must go to the Royal Yacht Band which gave daily performances of concerts and musical shows of all kinds, with unmatched versatility, much appreciated by all on board.

TAHITI VISITED

After 15 days at sea, and after Crossing the Line with full ceremony, Britannia spent a very welcome few

days in Tahiti, which was all that might be expected of it—and more. When she sailed, the yacht was seen off by many friends who placed garlands of flowers around the necks of the Royal yachtsmen. Traditionally, these are thrown into the sea as ships pass out through the reef, and if they float seaward it is said that the thrower will not return to Tahiti, but if they float towards the shore the thrower will one day come back to the island. All hoped most fervently, that the flowers from Britannia had floated shorewards.

On passing Palmerston Island in the Cook Group on January 20, Britannia stopped close to the reef, and a number of islanders came out to the yacht in small boats. They were given refreshments and supplies of various sorts by the Royal yachtsmen, and the many children among them had their

with other would-be settlers. Marsters was granted occupation rights in perpetuity under the Crown and he became the legal ruler of the island. By 1895, he had 159 children and grandchildren and when he died in 1899, his eldest son, William Marsters the Younger, himself the father of more than 30 children, carried on his rule. By 1920, the population was more than 600, but large numbers later moved to other islands after typhoon damage. William Marsters the Younger died in 1946, and the present ruler, Ned Marsters, who led the party of islanders to visit the Britannia, is the grandson of the original William, and governs a colony of a little over a hundred of his kinsmen, all of whom speak English with a marked Gloucestershire accent.

FIJIAN WELCOME

H.M.S. Britannia reached Lautoka, in Fiji, on January 25, with a week in which to maintain and square off before Her Majesty The Queen and His Royal Highness The Duke of Edinburgh came on board; a task not made any easier by the great friendliness and hospitality of the local community. One memorable occasion was when a party of officers and yachtsmen were entertained to a performance of local songs and dances in the near-by Fijian village of Veseise and were afterwards entertained by the imposing head lady of the village in her "bure" (Fijian house).

Her Majesty The Queen and His Royal Highness The Duke of Edinburgh flew from the United Kingdom by B.O.A.C. aircraft and, after nearly 24 hours' delay due to weather during the flight, came on board in Lautoka on February 2. It was to be the longest period that they had yet made their home on board.

The Royal yacht was joined in Fiji by the new Type-12 frigate H.M.N.Z.S. Otago, which was to be Her Majesty's naval escort during the Royal tour of New Zealand, and after the Royal party had joined, the two ships sailed for a day's visit to Suva, the capital of Fiji. The visit was enlivened by the presence in port of the P. and O. liner Orsova, whose passengers and crew gave the Queen and Prince Philip a great welcome and send-off when they arrived and when they left. As Britannia pulled away at the end of the visit, a Fijian choir of approximately 200 people sang on the jetty, including the beautiful moving Fijian song of farewell, "Isa Lei", which was returned in kind across the harbour by the Royal Yacht Band.

During the passage from Fiji to New Zealand, the Royal Squadron made up the day that had been lost during the Royal party's flight from the United Kingdom, so that the New Zealand programme did not need to be altered.

ARRIVAL IN NEW ZEALAND

The squadron arrived at Waitangi in the Bay of Islands on February 6, which was the anniversary of Her Majesty's accession to the Throne, and also New Zealand Day, the anniversary of the signing of the treaty between Britain and the Maoris in 1840. Since it was a naval officer, Capt. William Hobson, who negotiated the treaty, the anniversary is of naval significance as well as of importance

to the Maoris. H.M.N.Z.S. Royalist and a number of other ships of both the Royal New Zealand Navy and the Royal Navy were in the Bay of Islands for the occasion, which was marked by joint Maori and naval ceremonies on shore, attended by many from Britannia.

From Waitangi the squadron, augmented by H.M.N.Z.S. Royalist, sailed overnight to Auckland, where, as in nearly all the ports visited during the tour, it was met by a great gathering of small boats of all types who followed up-harbour to Britannia's berth. After two days there, the squadron called for a day each at Mount Manganui in the Bay of Plenty, and at Napier in Hawkes Bay, where an assembly of some two thousand school children on the jetty, including a number of Maori schoolgirls in their traditional dress, sang the Maori Farewell as the yacht drew away. Wellington, where the yacht spent two days, lived up to its reputation as "the Windy City," and 60 mile-an-hour gusts on arrival prevented Britannia from going alongside initially, as planned.

ON TO AUSTRALIA

From Wellington, H.M.S. Britannia crossed to South Island, calling at Nelson where Her Majesty and His Royal Highness landed to visit places inland, while the yacht made the passage to Picton through the fiord-like Queen Charlotte Sound. After the Queen and Prince Philip had rejoined at Picton, the squadron sailed back through Queen Charlotte Sound and out through the Tory Channel before turning south for Port Chalmers, where the Royal party left to visit Dunedin and Christchurch before flying to Australia. Britannia sailed for the five-day passage to Adelaide, where the Royal Party rejoined on February 19.

The Otago parted company when Britannia sailed from New Zealand and in Adelaide, H.M.A.S. Anzac joined as Her Majesty's naval escort for the tour of Australia, and a close and friendly contact was quickly established with her. From Adelaide, Britannia went on to Melbourne, Hobart, Sydney and Brisbane, spending two or three days in each. Despite the public holidays and the activities of the Royal tour, the local communities gave all on board a great welcome, and many old friendships were renewed and new ones made. The pattern was much the same in each, with large crowds both on shore and in the hundreds of small boats which welcomed and saw the squadron off, while light aircraft and helicopters flew overhead.

INSIDE THE BARRIER REEF

After two days in Brisbane, the Royal party flew south for visits to the Snowy Mountains and Canberra for the capital's golden jubilee celebrations, while the yacht and Anzac sailed for Darwin, where the Royal party were to rejoin, having stopped at Alice Springs on the way north. With a day in hand for the passage, the two ships proceeded inside the Barrier Reef and called for a very welcome and refreshing 24 hours at one of the Reef resorts, Hayman Island, and for the residue of one day off Cairns.

(Continued on page 15, column 3)



Whenever the Royal Yacht entered or left harbour, a large fleet of small craft attended on her. Here Britannia is seen in Sydney Harbour

fill of chocolate and ice cream. In the meantime, the Medical Officer landed in the yacht's Gemini dinghy, and treated two of the islanders ashore.

LARGE FAMILY

Britannia had been the first ship to call at Palmerston for many months. The island had first been settled in 1858 by a Gloucestershire seaman named William Marsters, with two South Seas maidens, together with a third whom he brought to the island a short time later. By 1880, Marsters was the father of more than 60 children, and in 1888, after a battle



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EFFECTS REALISED £560

WHEN H.M.S. Trafalgar paid off at Portsmouth on May 23, the ship's company had £107 10s. remaining in its welfare fund, and donations of £30 to the R.N. and R.M. Sports Control Board, £25 to the Royal Sailors' Rest Homes, and £25 to the Royal National Lifeboat Institute were made.

The balance of £27 10s. was sent to Mrs. Helliwell, mother of O.S. P. Helliwell, who was tragically killed in a motor-cycle accident on May 13.

The old naval custom of auctioning the effects of a man who dies on board was maintained with the effects of the late O.S. Helliwell. His effects were sold "before the mast" and the ship's company of H.M.S. Trafalgar showed their generosity in no uncertain manner. The very large sum of £560 was realised and this has been sent to Mrs. Helliwell.

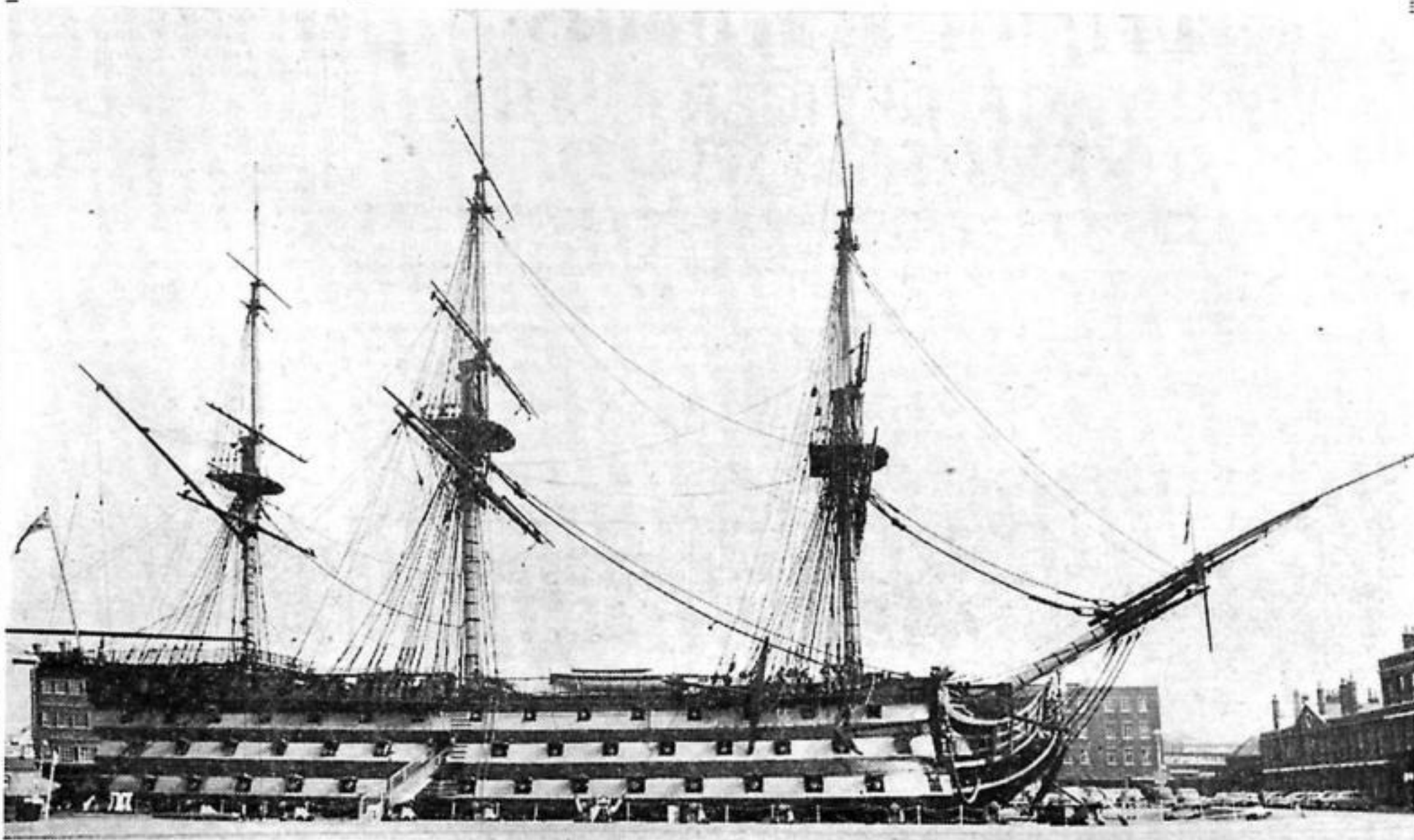
The "Silent Service" does not broadcast its generous acts, but it is felt that this gesture of regard for a late shipmate should not pass unnoticed.

COMMODORE VISITS DAUNTLESS

COMMODORE R. C. P. Wainwright, D.S.C., the Commodore, Naval Drafting, visited H.M.S. Dauntless, the W.R.N.S. Training Establishment at Burghfield, on May 7. He was accompanied by Mrs. Wainwright and by his Personal Assistant, Third Officer E. F. Emmott, W.R.N.S.

After inspecting the ship's company and ratings under training at General Divisions and taking the salute at the march past, he talked to Victory New Entry Division, who had just completed their Part I training, and then, with Mrs. Wainwright, made a tour of the establishment.

Victory still attracts thousands



Nearly 200 years old (she was launched at Chatham in 1765), H.M.S. Victory, flagship of the Commander-in-Chief, Portsmouth, and permanently docked in the world's oldest dry dock at Portsmouth, still attracts thousands of visitors from all over the world every year. During the past four years well over 1,000,000 visitors have toured the ship and, despite the recent bad weather, 50,000 have walked her decks this year and been thrilled with the knowledge that they have actually stood on planks made famous by England's greatest admiral. H.M.S. Victory is open to visitors every day from 10 a.m. to 5 p.m. (with a break for lunch), guides conducting parties through the ship and explaining all about her. Entrance is obtained via the main gate of the Dockyard. Rigged as she was at the Battle of Trafalgar in 1805, H.M.S. Victory is a fine sight, well calculated to stir the hearts of everyone with a love of the sea and a pride in the achievements of the Royal Navy.

Visitors to Whale Island



The First Sea Lord, Admiral of the Fleet, Sir Caspar John, visited H.M.S. Excellent on May 17, and addressed senior officers of the Royal Naval Reserve who were holding a two-day R.N.R. Advisory Council meeting, and he afterwards lunched with the Council. On the previous evening the Council dined at Whale Island and among those present were Rear-Admiral H. C. Martell, a former Captain of H.M.S. Excellent and now Admiral Commanding Reserves, the two senior officers of the R.N.R., Commodore C. Edgecombe and Commodore J. C. Young, 20 Captains and the Registrar-General, Shipping and Seamen. Admiral John is about to enter the Captain's House, H.M.S. Excellent, Captain H. H. Dannreuther, the Captain of the Gunnery School, is on the left of the picture, together with Rear-Admiral Martell and Cdr. C. J. Balfour, Commander of the Establishment.

H.M.S. Vidal home from Caribbean

AFTER a 4,500-mile passage home after a winter spent in the West Indies, H.M.S. Vidal, a survey ship commanded by Capt. C. R. K. Roe, D.S.C., R.N., returned to Devonport on May 24.

She has been bringing up to date sea charts of the British Guiana coast around the Essequibo River, including the approaches to Georgetown and New Amsterdam, and has also undertaken survey work off Jamaica and in the Grenadines, where the ship has operated in co-operation with the Directorate of Overseas Surveys.

In November of last year, the Vidal's helicopter took part in the

emergency work following the crash of a Colombian C47 aircraft in the hills west of Kingston, Jamaica. The ship's medical officer, Surg. Lieut.-Cdr. J. W. Alderson, R.N., was winched down to the wreckage and gave first

aid to a woman passenger, who was the only survivor.

H.M. Submarines Oberon and Walrus visit Swansea from June 22 to 26.

Rhyl goes in search of sun

H.M.S. RHYL sailed for "shake-down and work-up" at Portland on March 4 and, after a strenuous and very instructive eight weeks, this was successfully completed on April 18.

A visit to Bournemouth from April 19 to 24 for "English Week" was planned but, due to bad weather, it proved impossible to land libertymen and, after spending the week-end swinging round her anchor, Rhyl sailed for Portsmouth two days ahead of schedule. All the various events and entertainments had to be cancelled with the exception of a reception and gala performance of "The Gondoliers" by the D'Oyly Carte Opera Company which the captain and officers attended, travelling by road from Portsmouth.

A families' day was held from Portsmouth on April 24 while the ship was exercising in the Portsmouth practice areas, to replace the one which should have taken place on passage from Bournemouth. Everyone enjoyed the day despite more bad weather and poor visibility.

So far, the weather has been unkind, to say the least. In March, bad weather prevented most of the ship's company getting ashore during a weekend visit to Guernsey, when the ship was wearing the flag of Flag Officer Sea Training. Then, it was fine the day before the ship arrived at Bournemouth and fine again the day after she left. As the sun would not come to H.M.S. Rhyl, the ship sailed in search of the sun, and left the United Kingdom for the Mediterranean on May 27.

NAVAL OFFICERS' UNIFORMS BY BERNARDS

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Prime Minister sees first large ships enter Tripoli Harbour

SALVAGE OFFICER USES SUNKEN SHIP AS H.Q.

[In the May issue of "Navy News" Capt. Waight told of his journey to the captured port of Tripoli and of the shambles in which it had been left by the retreating Germans.]

ON January 24, 1943, the day following the recapture of Tripoli, the survey of the damage to the harbour and installations was continued, and a more detailed estimate made, while naval and army units endeavored to cope with the accommodation situation, which was limited and, in many cases, insanitary. Drains were blocked and there was no water or electricity supply. Fortunately, for a period of approximately seven to 10 days no air raids were made by the enemy.

At 5 o'clock that evening a second meeting of the Port Executive was held and became officially constituted under the Area Commander as Chairman and the Naval Officer-in-Charge, (myself) as Deputy Chairman, with the senior officers of other formations as committee members. A sub-committee was formed from the members of the P.E.C. The more detailed survey report was discussed, with particular reference to the vital questions of the blocked harbour entrance, closing the breaches which had been made in the breakwaters, clearing approaches to, and repair of, jetties, etc. Finally it was agreed that the P.E.C. would meet at 5.0 p.m. daily, to report progress.

SUNKEN SHIP AS H.Q.

On January 25, the Fleet Salvage Officer, Cdr. Rippon, R.N.V.R., arrived and assumed the responsibility of salvage operations. The lack of water transport was impeding the progress of clearing the harbour entrance, so he decided to establish his salvage headquarters on board S.S. Giovanni Battista, one of the large ships sunk at the entrance. Parts of the upper deck of this vessel and a few cabins with decks just clear of the water could be used, and under the fore-castle there was a space which could be used for accommodation. Diving pumps could be mounted on the fore-castle deck, which overlooked the scene of operations.

A snag was the need of a group of

men to be available to man the diving pumps 24 hours a day. This need was met by the ready co-operation of the C.R.E., who sent a detachment of Sappers to join the salvage party. A searchlight had been provided at the harbour entrance, as it was anticipated that diving operations, and the placing of demolition charges, could be carried out by night as well as day.

OUTER ANCHORAGE SWEEP

On January 26 the 14th Minesweeping Flotilla, having swept a channel through the large minefield, arrived, anchoring in the swept channel and being joined by six L.C.T.s, just before dusk. At first light the next day the minesweeping flotilla swept the entire area of the outer anchorage, thus providing safe anchor berths for the ships of the convoy when it arrived.

The L.C.T.s, were fully loaded with stores and it had been hoped to have discharged them before the arrival of the convoy. An attempt was made to discharge over a reef close inshore, adjacent to the shore end of the Karamanli Mole, where the Royal Engineers rigged an extemporised ramp for the purpose. A gale blew up, however, and put paid to this worthy effort, with dire consequences to some of the L.C.T.s, which were helped out of their difficulties by the minesweepers. The gale also held up salvage operations which caused a deep feeling of frustration.

However, it became possible to work

by night, and by 1 p.m. on January 28 a gap had been cleared through the blockships, 30 feet in width, having a mean depth of nine feet. By 3 p.m. the small sweepers had entered harbour and swept a channel to the Lighter Jetty. At 4 p.m. all six L.C.T.s, had berthed, bows on. Their bow operating

SOME TEMPORARY NAVAL BASES AND PORT PARTIES 1939-1945

by
Capt. H. F. Waight, O.B.E.
R.N. (retd.)

doors, when lowered, covered most of the bomb craters, and discharge, with the ready help of military personnel and road transport, proceeded apace. The first convoy had arrived and berthed in the outer anchorage, with H.M.S. Antwerp, loaded with stores and equipment, for the use of the naval party.

SEARCH FOR MACHINERY

Apart from the problem of clearing the entrance and discharge of stores, there was the need to build up, rapidly, the engineer and electrical workshops. The outer walls of the buildings were sound, but the interiors had been sabotaged. Undaunted by these difficulties the base engineer and electrical officers set off in a 15-cwt. truck to search the countryside and near-by villages. They were greatly rewarded for their efforts, for lathes and other machines were found stored in barns and other odd places, together with tools and equipment of many descriptions. Extemporisation is a gift that most naval officers possess and in this, the first great port to be captured, the need for imagination, zeal and ingenuity, was very great, and the young naval officers on my staff had all these essential qualities. With the aid of portable generators, first-class workshops were soon available.

Cdr. Best, R.N.R., the Admiralty Berthing Officer, had a tremendous task, in locating suitable anchorages within the harbour to berth up to 20 large transports, plus escort vessels, as soon as the entrance was open for large ships to enter. In this he was very much helped by Lieut.-Cdr. Kennedy, R.N., the Surveying Officer.

The depth of water within the harbour varied considerably, with several large shallow patches. Tripoli Harbour was almost rectangular in shape, enclosed by breakwaters, but the shore line was semi-circular. The Spanish Mole was very high above sea-level, running out from the western end of the town, built up on a line of rocks and reefs, while the Karamanli Mole ran out from a southerly point in a N.N.W. direction.



The first success, S.S. Kulu, the first ship to enter the blocked harbour of Tripoli, February 2, 1943

While the N.O.I.C. and his staff were responsible for berthing transports, the responsibility for the discharge of cargo rested with the Sea Transport Officer and his staff and the military authorities. The Sea Transport Officer came under the direction of the Ministry of Transport and was in no way under the direction of the N.O.I.C. of the port. Such a division of responsibility could be difficult, but at Tripoli the Sea Transport Officer operated in perfect unison with the Admiralty Berthing Officer.

HUGE DEMAND FOR STORES

During this interim period of building up a port organisation, and clearing a channel through the entrance, General Montgomery paid a visit to the naval headquarters which then overlooked the Karamanli Mole and outer anchorages. As he watched stores being discharged into L.C.T.s, he asked, in his crisp voice, the daily rate of discharge. As it was only the second day that discharge was taking place, only the figures of the preceding one could be given, when the work had been impeded by (a) the weather and (b) clearance through the blockships. It was a mere 430 tons. He said: "Before I can move my army forward, I must have a steady average of 3,000 tons per day." I assured him that he would have this amount, and even more, as soon as the transports could be taken into the harbour.

Now that L.C.T.s, could enter harbour, their passage "in" and "out" had to be controlled by the salvage party while divers were placing demolition charges and when the charge was about to be exploded.

WIDENING THE GAP

The news had filtered through that the Prime Minister, Winston Churchill, was to visit the port on February 4

and, during his visit, to review the armed forces. For the Army and the Royal Air Force this meant a bit of "spit and polish." For the Royal Navy it meant a spurt, if possible, to make such a clearance through the blockships that would enable a big transport to enter during the period of the Prime Minister's visit. Full credit must be given to the Royal Engineers, for they were making a tremendous effort, under the guidance of Colonel Armistage, C.R.E., to open up and rehabilitate the port.

By February 1 the channel through the blockships had been widened to 50 feet and the depth increased to 15 feet, this good work being carried out by the salvage party under very hard conditions. Their stomachs were relatively empty, living on a diet of biscuits and bully beef, the eating of which gave very little satisfaction, but a wonderful spirit was paramount. It was realised by all how very important it was for a channel to be available for deeply loaded transports having draughts of up to 26 feet to enter harbour.

On February 2 a small Greek ship, S.S. Kulu, arrived with a cargo of eased petrol. She was drawing 16 feet. Commander Best put one of his staff on board and Kulu was safely brought into harbour and rapidly discharged, thus boosting the enthusiasm of everybody at having achieved a minor success.

In the meantime the L.C.T.s, were gaining momentum, transporting stores from the convoy through the gap to the Lighter Jetty. One L.C.T. had already lost her propellers, having struck a concrete block sunk in the fairway. Here again the R.E. came to our help. They had discovered a floating crane with a demolition charge which had failed to explode in the boiler. The R.E. raised steam and with the aid of their divers, raised the block to surface level and dumped it on the breakwater. Later, as others were discovered, they were dealt with in a similar way.

PRIME MINISTER'S VISIT

February 4, the day for the armed forces to be inspected by our great leader, the Prime Minister, Winston Churchill, arrived. It was a wonderful sight. The March Past took place in the town square. A dais had been erected, and the Prime Minister took the salute, with General Montgomery at his side, while in the background stood that great "Architect of Victory," General Alexander, together with other officers and myself, the Naval Officer in charge. General Alexander's remark, made to me at Port Sudan, that he would be seeing me again, had matured.

The March Past was followed by a luncheon party on a grand scale. It was the first real meal that I had eaten for many weeks, but unfortunately I had to cut it short.



February 4, 1943—the Prime Minister visits Tripoli

(Continued on page 11, column 3)



There comes a time when every sailor goes shore-side for good. Roll on you might say. But just weigh up for a moment what it means. All the grub, gear, leave, quarters and so on that comes Freeman's now have to be paid for in Givvy Street—and that's a very different part of the ocean!

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ALBION MAKES SIX VISITS TO NORTH BORNEO AREA

Ship's Company raises £400 for charity in eight months

"WE are not a troopship—although we do carry troops, which are normally Royal Marine Commandos." These were the closing remarks of a letter written to the "Northern Echo" by a slightly indignant member of the ship's company of H.M.S. Albion after reading a report that the "troopship" Albion had sailed from Singapore to Brunei. We could also extend this by saying, "We are not a fixed wing carrier—but we do operate fixed wing aircraft." Both remarks have been particularly pertinent recently.

At the beginning of April, H.M.S. Albion returned to Singapore having completed her fifth visit to the North Borneo area. This visit involved the transfer of more than 1,500 troops which included the return to Singapore of 42 Commando, who had been in the Brunei area since the rebellion broke out in December, 1962.

On April 4, H.M.S. Albion reached maturity as a "carrier" with the 21st fixed wing landing. The 21 landings took place within 15 days, with the R.A.F. (in Pioneers) and Army Air Corps (in Austers) participating.

NO ARGUMENT

However, whether H.M.S. Albion be termed a commando ship, a carrier—or a troopship—one thing that there can be no argument over is the generosity of the ship's company—and their inescapable fascination for a "flutter"! Within eight months of commissioning, tombola, raffles etc., have seen the contents of the "Charity Chest" rise to almost £400, thus enabling the ship's company to achieve two of their ambitions—to provide a special electrically operated chair for a small child in Coventry who is handicapped by muscular dystrophy, and to provide for the training and

a D.E.D. period, Albion exercised for three days off the east coast of Malaya. The programme included pre-wetting drills, a damage control exercise, general drills (both serious and light-hearted) and a banyan ashore at Pulau Tioman, which though entirely voluntary, had a full-house attendance. Also included in this programme was a short A./S. exercise with three ships of the newly formed 25th Escort Squadron (Blackpool, Brighton and Cavendish) which made us feel not quite the lone wolf that, in fact, we are. All events were thoroughly enjoyed.

PROGRAMME CHANGED AGAIN

On April 18 H.M.S. Albion, instead of going into dock as planned, had her programme changed yet again and arrived off North Borneo for the sixth time. On this occasion she appeared off Sarawak, rather than Brunei, and embarked in her were the 2/10th Gurkha Rifles (the fourth Gurkha regiment to take passage in Albion—although the first not to bring a pipe band) together with "A" Company of 40 Commando. H.M.S. Albion was rushed to the area following an increase of tension in North Borneo



An Auster aircraft of the Army Air Corps landing on board H.M.S. Albion

ferred to the coastal minesweepers H.M. Ships Puncheston, Fisherton and Wilkinston. Meanwhile "A" Company, 40 Commando (Pay Force), remains on board at instant readiness as mobile reserve.

The Whirlwinds of 846 Squadron were already in Sarawak when H.M.S. Albion reached the area, as the squadron had been detached ashore to Brunei to continue their support for the military forces ashore in mid-March and were immediately transferred to Kuching when the new emergency arose.

NAVY 'SWEEPS THE BOARD'

THE Royal Navy "swept the board" in the Forces of the World Competitive Cookery Competition at the recent Torquay Salon Culinaire in which all three Services entered teams.

The challenge cup and gold medal went to P.O.Cook(O) Relf, of H.M.S. Pembroke. C.P.O.Cook(O) Haycock, of R.N. Barracks, Portsmouth, won the silver medal, the bronze medal went to C./Sgt. Gendall, of the Royal Marines, Lympstone. A certificate of merit was awarded to C.P.O.Cook(S) McBride, of H.M.S. Pembroke.

In the Forces' Open competitions there were two sections, gateaux and pastries, for seniors and juniors, and C.P.O.Cook(O) Craven, of H.M.S.

Pembroke, won the silver medal in the senior section. The Navy did not win any prizes in the junior competition.

In the women's open competition, civilians as well as Service women being eligible, Wren Wetton won the silver medal and Wren Beacock the bronze medal, both from H.M.S. Raleigh.

The Commander-in-Chief, Portsmouth, Admiral Sir Wilfrid Woods, presented awards to the winners at H.M.S. Pembroke on May 16.



A bathing party from H.M.S. Albion disembarking from one of the ship's L.C.As. on the beach of Pulau Tioman

after-care of one guide dog for the blind.

H.M.S. Albion's association with the Coventry Muscular Dystrophy Group began at Portsmouth in September, 1962, when a party of 20 youngsters visited the ship. The pluck and cheerfulness of the children, and their obvious delight in being on board one of Her Majesty's warships deeply impressed the ship's company and led to their resolve to help in other ways.

Between Albion's return to Singapore from her fifth visit to Borneo and going in for what was thought to be

after a police station and armoury near the border between Indonesia and Sarawak had been raided. Even though the 2/10th Gurkhas embarked without musical accompaniment, H.M.S. Albion's arrival off Sarawak was accorded an almost Wagnerian welcome with one of the most spectacular displays of thunder and lightning heard or seen for a long time.

The 2/10th Gurkhas were landed at first light—some by Wessex helicopters of 845 Squadron to establish contact with police units at Sibul, Finstong and Sarikel, the remainder being trans-

Port Parties

(Continued from page 10, column 5)

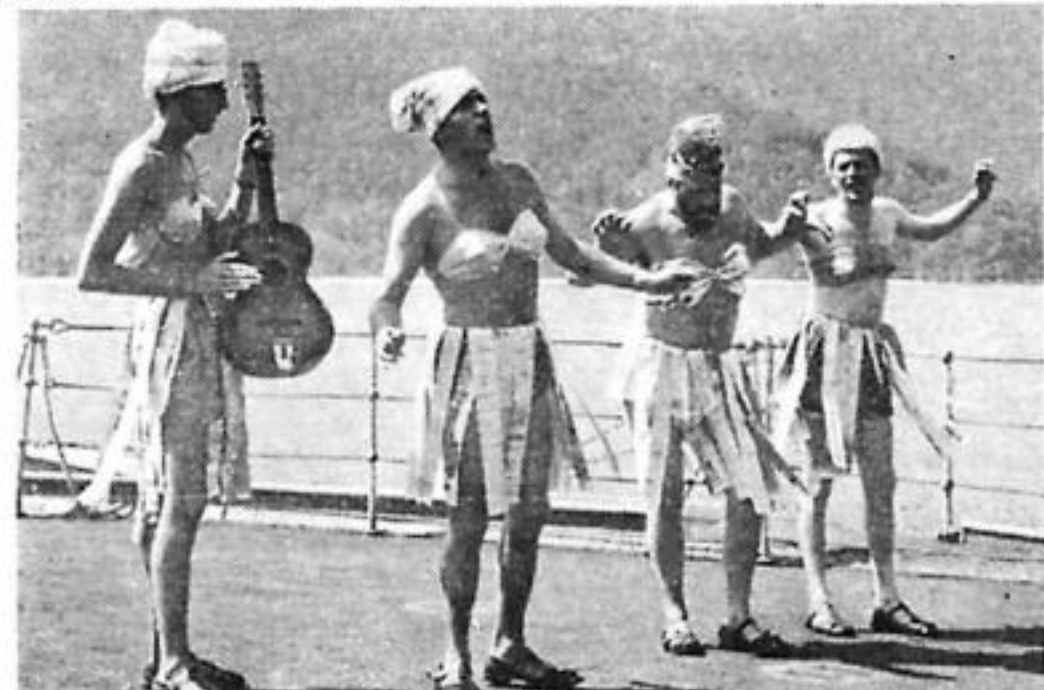
The Prime Minister was timed to tour the harbour at 5 p.m. My hopes and ambitions, shared by all the naval officers and ratings, were to see transports piloted into harbour. During the day the salvage party had worked at high pressure on the gap. By 2 p.m. the width had been widened to 75 feet and depth approximately 21 feet. I determined to bring in s.s. Ozardia, drawing 20 feet, with a beam of 60 feet. If successful she was to be followed by s.s. James Duncan, with a similar displacement.

LARGE SHIPS ENTER HARBOUR

Before embarking of the motor launch 1, with many other officers, was introduced to the Prime Minister. He congratulated me on the progress already made. It was, therefore, with a feeling of great pride that I saw, as the harbour entrance was approached, s.s. Ozardia through the gap and s.s. James Duncan approaching it. Both ships were berthed safely.

Here, then, was the Navy's show piece. Nothing spectacular—no bands playing or bayonets glistening in the sun. It was the result of the combined efforts of all concerned, particularly the salvage party and the two R.N.R. officers who acted as pilots. Such a success made the Prime Minister's heart glow.

(To be continued)



Light entertainment supplied by the Supply Department—one of the less serious general drills undertaken while H.M.S. Albion was anchored off Pulau Tioman, an island off the east coast of Malaya

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SEVENOAKS CHAIRMAN APPEALS FOR SUPPORT FOR EX-SERVICE MEN AND THEIR DEPENDANTS

At the annual dinner of the Sevenoaks Branch of the Royal Naval Association the chairman of the branch, Shipmate E. Shandley, urged the Sevenoaks Urban Council to hold an annual appeal for ex-service men and women and their dependants, saying: "Even in these days of the Welfare State, there are a lot of people in Sevenoaks who live on the border-line, and many of them are ex-service people."

Among those present for a most enjoyable evening were Mrs. Poland, widow of the first president of the branch, Cdr. J. R. Poland, Admiral Sir Henry Moore and Lady Moore, the chairman of the council, Mrs. P. E. Fenner, and her husband, and Mr. and Mrs. A. J. Boakes.

Shipmate Shandley spoke of the year's events, thanking the officials who had worked so hard for the Association, singling out the vice-president, Shipmate F. Hull, describing him, as one of the branch's backbones, and the welfare secretary, who had worked to make sure that not a single case of hardship was overlooked.

Replying to the toast of the visitors Mr. Boakes congratulated the branch on its many activities and said it was a wonderful thing to be able to attend such a dinner, when other associations found it difficult to raise enough members to have any dinner at all.

HAND OF FELLOWSHIP

Mrs. Fenner proposed the toast of the Sevenoaks Branch, saying that it

was a very wonderful thing to contemplate that all over the world, from Bulawayo to Philadelphia and from Hong Kong to Dublin, in over 300 branches, the hand of service and fellowship was extended.

Shipmate Hull replied to the toast of the branch, thanking the visitors for their attendance, and describing Shipmates E. Shandley, C. Tinker and K. Maxwell, the chairman, secretary and treasurer of the branch, as the anchor around which the "ship," R.N.A., Sevenoaks, swung, adding that the chain was provided by every other member. He also thanked the ladies of the branch for their support: "Without them many things would not have been possible," he said.

Admiral Sir Henry Moore said that he had seen the start of the branch and was pleased to see it progressing so favourably.

Once the speeches had been concluded and "the decks cleared," dancing and a variety of games rounded off the evening, one of the most successful that the branch has had.

FLAG DAY SUCCESS

On May 4 the branch took over the arrangements for the flag day for King George's Fund for Sailors, and £72 14s. 0d. was collected. This was the branch's first effort in this direction and it is very proud of its success.

Bangor (N.I.) now has its own fishing boat RECORD ATTENDANCE AT ANNUAL DINNER

MEMBERS of the Bangor Branch of the Royal Naval Association are sea-going again, for last month Lady Rebbeck, wife of Rear-Admiral Sir Edward Rebbeck, K.B.E., C.B., president of the branch, named a tender for the branch, Sarna (Sea Anglers of the Royal Naval Association).

An interested crowd watched the proceedings. There was a guard of honour composed of Sea Rangers of Bangor Crew, S.R.S. Erin, to greet the distinguished guests who, in addition to Admiral and Lady Rebbeck, included the Mayor of Bangor, Alderman C. A. Valentine, J.P. The service of dedication was conducted by the Ven. Archdeacon G. A. Quin, M.A., and the branch chairman, Lieut.-Cdr. T. Eames, read the lesson.

A bouquet was presented to Lady Rebbeck by Miss Sue M'Mullen, younger daughter of Cdr. and Mrs. W. J. M'Mullen.

RECORD ATTENDANCE

The previous evening there was a record attendance of 190 members and guests at the branch's annual

TANKARD FOR SECRETARY

AFTER holding office as secretary of the Shrewsbury Branch of the Royal Naval Association for the past six years, Shipmate J. Baker announced his retirement at the 12th annual dinner of the branch and was presented with a silver tankard for his services.

The guest of honour was Cdr. N. A. Rowell, D.S.C., who was accompanied by Mrs. Rowell. Cdr. Rowell proposed the toast to the Association and the reply was given by the chairman of the branch, Shipmate E. Rogers.

DON MURRAY TROPHY GOES TO STOOD

THE 51st General Meeting of the branch delegates of No. 2 Area of the Royal Naval Association was held in Maidstone on April 20, and it would appear that the new meeting place, Bridge House Hotel, proved more popular than most meeting places. The Area secretary opened the meeting with the remark that the number attending was the highest on record.

Shipmate "Ted" Hollands, the chairman of the Maidstone Branch, gave a welcome to the delegates, and Shipmate J. L. Bates, the Area chairman, also expressed his pleasure at having such a good gathering.

The progress of the Area was a main concern of the agenda, and some sub-

stantial suggestions came from the Whitstable Branch in suggesting an Area competition of darts, crib and "Uckers," on a zonal basis, to bring all branches closer together.

Tributes were paid to the memory of the late National chairman, Shipmate Frank Wade, by the Area secretary and also by Shipmate "Sid" Godfrey, the National vice-president.

The new Area treasurer, Shipmate A. Knights, of Epsom, was able to say that the Area finances are much better, thanks to the sincere generosity of many branches and individual shipmates.

PRESENTATION OF CUP

The Don Murray Trophy was presented during the meeting. This is a silver cup awarded to the branch voted the most prominent in the affairs of the Association in the Area. For 1962 the award went to the Temple Farm (Strood) Branch, Dartford Branch, which had held the trophy for the past two years, gave sincere congratulations and said its members would not let it rest, but would come running again next year.

A fine spirit of comradeship prevailed throughout the meeting and the Area delegates felt that nothing would be lost if the meetings are held at various branches. The next meeting, on July 6, will be held at the Chatham Branch headquarters, 209 Luton Road, Chatham, and the October meeting will be held at Dorking. Before the close it was announced by the chairman of the Maidstone Branch that there would be a "V.J." parade in Maidstone in August. Although this event was to be organised by the Burma Star Association, it was hoped that all No. 2 Area branches, having the invitation to attend with their standards, would make this an occasion for an Area effort, as many must have served under the Stars of Burma and the Far East.

Admiral at Derby dinner

REAR-ADMIRAL A. D. Torlesse, R.C.B., D.S.O., the principal guest at the second dinner of the Derby Branch of the Royal Naval Association, recommended the Royal Navy as a career during his speech to more than 60 shipmates, their wives and friends.

The dining-room was decorated with flags and pictures of some of the Navy's latest ships, and for this touch of realism the branch was indebted to local R.N. and R.M. Careers Office staff.

On May 10 the branch held a social evening and the following week, May 17, there was a car mystery tour. There is to be another car mystery tour on June 21. Details about this latest effort can be obtained from the secretary of the branch, J. W. Upton, 188 Cole Lane, Borrowash, Derby.

BRENTFORD 'PAYS OFF'

IT is with regret that "Navy News" learnt that the Brentford and Chiswick Branch of the R.N.A. is "paying off."

It is noticed that the closing down of this branch is occasioned by lack of support.

It is always a pity when the hard work put in by officials over many years comes to naught, and it is hoped that the Brentford and District Branch can, one day, be resurrected.

EX-MARINERS AT CHELTENHAM

SUBMARINERS from all parts of the country travelled to Cheltenham on April 24 to attend the fourth meeting of the Ex-Submariners' World Friendship League.

It was decided that the name should be changed to "The International Submariners' Association, British Section," the object being the same, to promote international understanding. Officers elected were: Mr. H. Aston, of Willoughby, near Rugby (president); Mr. P. Cooke, Bristol (chairman); Mr. B. Fellows, Coventry, (treasurer); and Mr. M. Winterburn, Cheltenham, (secretary).



Shipmate P. Reece (ex-naval S.E.A.C. middle-weight boxing champion), Shipmate E. Rogers (chairman of Shrewsbury Branch), and Shipmate G. Ellis (secretary) at the branch's annual dinner

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Cheam astounded at the closing of H.Q. Club

AFTER a long spell when membership has been static, there are very hopeful signs in the Cheam and Worcester Park Branch of the Royal Naval Association. New members have come along and there are a few novel schemes to gather in more, of which the members have high hopes.

The Cheam reporter says: "It is encouraging, too, that the new faces are

CALLIOPE DANCE A SUCCESS

THE social side of the Newcastle and Gateshead Branch of the Royal Naval Association is rising to new heights since the appointment of Shipmate A. Moffatt as social secretary. The branch had a wonderful ladies' evening at the beginning of May, when over 80 couples were present. A week later the branch had one of "those Operas" which used to be held on board ship. The chairman, Shipmate Finch, and Shipmate Burrell had the audience crying for more.

The annual dance was held on board H.M.S. Calliope on May 17, when well over 200 people danced into the small hours.

Those who attended considered it the best dance the branch has ever arranged. Guests included Rear-Admiral R. G. Hutton, D.S.O., C.B., C.B.E., and Mrs. Hutton, Major Eaton, T.D., Capt. Bowler, M.C., and a host of other notabilities, all entertained by the branch's popular president, Capt. G. Maund, D.S.O. Incidentally, Rear-Admiral Hutton won a major prize in the raffle—a very popular win.

The Newcastle and Gateshead Branch is supporting the Durham Branch at the Sherburn Hill Fair. Shipmate Blyth is in charge of the Newcastle offering—an Aunt Sally Stall, with Shipmate Sharpe as Aunt Sally.

The ships' companies of H.M. Submarines Talent and Sea Lion have been invited to the branch headquarters when the ships visit Newcastle, and all members are looking forward to a pleasant occasion.

Letter to the Editor

MOTTO APPRECIATED

SIR,—May I, through the medium of the "Navy News" express my congratulations to you, on printing the Motto of the Royal Naval Association in the heading of the R.N.A. page? That Motto means a great deal to R.N.A. members and, now, seeing it in print, they will be urged to act up to it even more so. Those words "Unity, Loyalty, Patriotism, Comradeship," are very appropriate to the ideals of all serious-minded Navy men, past and present, and will remain so while the Royal Navy exists.

Whilst on a congratulatory note, I would also like to extend praise to the unknown writer "Neptune," who, over the past two years, has so explicitly entertained readers of the "Navy News" with his reminiscences of his Navy career from 1904 onwards. It will be agreed, I am sure, that few Navy men have encountered so many experiences as "Neptune" has. I doubt if even some admirals have, but his career certainly proves that those seamen who begun Service life on the lower deck and became "Mate" officers, proved themselves worthy of the trust and reliability necessary for higher promotion.

"Neptune's" articles recall happy, and other, memories to those of us who served in the Navy during his period.

I look forward to reading many more of "Neptune's" very interesting articles on "Sailors in the Making."—P. THORNE, Presteigne, Radnorshire.

GALLANT STOCKTON

THE gallantry of the shipmates of the Stockton Branch of the Royal Naval Association was demonstrated recently. When the Ladies' Section was opened recently, the men played the ladies at football, losing by 1-9.

The match (?) was followed by a variety show and Easter bonnet parade in aid of spastics.

The local Sea Cadets are having a run of success. As the instructors are all from the Stockton Branch the successes are only to be expected.

CAPE TOWN GOSSIP Chairman gets 'draft chit'

THE Cape Town Branch of the Royal Naval Association was just getting plans all set for the year's activities, after the annual general meeting in February, when the newly elected chairman, Shipmate W. H. Johnson, literally received his "draft chit"—to the United Kingdom.

Shipmate C.P.O. Johnson is in the South African Navy (ex-Royal Navy, of course), and he left the Republic on May 10, per luxury liner, R.M.S. Transvaal Castle, under the command of Capt. Norman Lloyd, R.D., R.N.R., well known to the members of Cape Town Branch, for instructional courses at R.N. establishments before joining the frigate S.A.S. President Pretorius, now building in the United Kingdom.

Shipmate Johnson will be the Cape Town Branch's official delegate to the annual conference of the Association, in July, at Leamington Spa.

NEW CHAIRMAN

Because of this unexpected upset in the executive, it was necessary to hold an extraordinary general meeting on May 10 to elect a chairman. Shipmate J. Beighton, a founder member of the branch in 1955, was elected. He was a member of the R.N. Old Comrades' Association in Essex before emigrating to South Africa.

The Cape Town reporter said that Shipmates Card and Bryant are at present on holiday in the United Kingdom and he also understands that two shipmates from the East London Branch and one from the Port Elizabeth Branch are now in England and intend to be present at the annual conference.

NEW DARTS TROPHY

The Cape Town Branch continues to be very active socially and 45 to 50 members, out of a membership of 85, attend each meeting. On May 21 the branch was host to the Commander-in-Chief's Headquarters Staff and to the Warrant Officers, Chief and Petty Officers of the South African Navy at the first Inter-Service Darts Floating Trophy, a cup which was donated to the branch by Shipmate G. Hemmant.

On June 29 the branch holds its

One hundred and forty at Area Dinner

UNITY—Loyalty—Patriotism—Comradeship, all these were to the fore on May 11 when the shipmates of No. 5 Area of the Royal Naval Association held their second annual dinner at Ipswich at which 140 shipmates from the various branches comprising the area were present.

In order to help with the expenses 75 per cent. of the branches brought along with them bottles and boxes to be raffled and, such is the comradeship of No. 5 Area, that branches not able to be represented sent money to social secretary of the host branch—Ipswich.

Before the Loyal Toast a telegram from Her Majesty was read by the area president, Capt. E. H. Stern, R.N. (Retd.). The toast of the Association was given by Capt. C. P. Norman, D.S.O., D.S.C., R.N., Commanding Officer of H.M.S. Ganges. In a short speech he said it was an honour for a serving officer to be the guest of honour at an ex-Service men's occasion, and he then gave a brief account of happenings in the Royal Navy today, concluding by remarking that the Royal Navy had as big a role to play today in world affairs as it has ever done.

The area chairman, Shipmate Ward, of Aldeburgh Branch, proposed the toast of the ladies and the guests during which he emphasised the help that the lady members of the Association are. The National Councillor, Shipmate Brandon replied, and he congratulated the area on the comradeship which exists—"Even after area meetings, when no holds are barred, we always remain friends," he said.

Capt. Stern's wife was presented with a bouquet by the Ipswich Branch social secretary's assistant, Mrs. B. A. Hemming.

After dinner, games and dancing followed, and the Ipswich Branch members are to be congratulated on a job well done.

A DARTS MATCH AT LONG RANGE

"CHUMMY ships," as everyone knows, are ships which exchange parties in harbour. The Whitstable Branch of the Royal Naval Association must surely have made a record in becoming a "chummy ship" to another branch thousands of miles away, to wit, Durban, South Africa.

It all started when Shipmate T. Lockerby, the Whitstable secretary wrote to the Durban Branch when it was inaugurated recently. An interchange of letters resulted in a "long-distance" darts match.

1,001 IN 242 SECONDS

The contest is for the best of three legs of 1,001 up. Whitstable took the first throw and, complete with time-keeper, etc., took four minutes, two seconds to reach the required number. The South African team played their first leg on May 31, the Mayor of the city and the British Vice-Consul being present, but at the time of going to press the result has not reached "Navy News."

Durban's second leg will be played at the end of June and Whitstable will play theirs in July.

A shield will be presented to the winners of the contest, but Whitstable and Durban are exchanging trophies after the first leg. The Whitstable trophy consists of a glass dome on a black plinth and under the dome is an open oyster shell in which is the silver and blue enamelled R.N.A. badge. This rests on varnished stones and pebbles from the beach. The Durban trophy is a mounted sugar cane.

NO LOSERS

"Navy News" congratulates both Whitstable and Durban on their initiative. Whichever branch wins this novel contest it is obvious that neither side can lose, for the match will have strengthened the bonds of good-fellowship and is an idea which might well be tried between other branches.

NEW SHOP FOR CULDROSE



One of the last duties of Capt. J. C. Bartosk, R.N., the departing Commanding Officer of R.N. Air Station, Culdrose, was to open officially the new premises of Messrs. Bernards. The new Commanding Officer, Capt. P. S. Beale, R.N., is on the left with Cdr. J. F. Pearson, R.N., and Cdr. B. C. Ward, R.N. (ret'd.), a director of Messrs. Bernards.

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True Fijian hospitality included a grass hut

WHEN H.M.S. Cavalier (Cdr. W. G. B. Black, R.N.) was visiting Fiji in February, the ship's whaler, under the command of Midshipman J. J. Blackham, was detached to visit one of the smaller islands. The party consisted of one petty officer and five ratings. Also with the party was Mr. J. Aisea, a native of Fiji, who was to act as guide and interpreter to the party.

Leaving Suva at 8.30 a.m., the whaler cleared the harbour under power, but immediately hoisted sails and set a course for Mbengga, which lies in a lagoon some 28 miles south-west of Suva. With a following wind good progress was made and, despite visibility being cut down by a heavy rainstorm, the leading village of the island, Dahuimbengga, was reached at 3.30 p.m.

Here they were met by the Buli of the island. The Buli is an officially appointed head man, with judicial powers as well as his traditional powers. The Buli had been warned of their coming and he offered them the use of a large grass hut in the village for the whole week of their stay in Mbengga. This is symbolic of the generosity and kindness of the people of Dahuimbengga.

FISHING AND EXPLORATION
On the few occasions when the party spent daylight hours in the village they assisted the villagers in their day-to-day tasks, such as the construction of the grass houses and cultivation of coconuts, bananas and tropical vegetables which, together with fish, make up the greater part of their diet. For the most part, however, they used the excellent facilities of the lagoon for sailing, fishing and the exploration of the smaller islands.

On two occasions they accompanied

the men of the village on their spear-fishing expeditions and several of the party became very proficient at that form of fishing. They also went line-fishing, but although coming into close contact with sharks, porpoises and many smaller types of fish, they met with less success in this field. For sailing, the lagoon was particularly suitable, having large areas free from coral and a prevailing easterly wind of Force 2 or 3. These conditions enabled the members of the party who had never sailed before to gain some experience in handling the boat under favourable conditions.

WHOLE-HEARTED GENEROSITY
Exploration inland was carried out, mainly during a 16-mile trek to the wireless station, to contact Suva. This proved very hard going in the heat and thick undergrowth and two members of the party suffered badly from sunburn. This was, however, a most interesting experience, as they were able to form an accurate impression of village life, and the arts and crafts practised, and also they were able to experience yet again the whole-hearted warmth and generosity of the Fijian people.

Socially, the party had a great deal to do with the inhabitants of Dahuimbengga village, who entertained them to displays of dancing and to dinners on several occasions. They also played football against the village twice, losing on the first occasion and drawing on the second. Despite the difficulty of language (only four men and one girl had sufficient English for conversation), these were very friendly occasions and were entered into by both parties in an excellent spirit. The Buli of the island told Midshipman Blackham that he was most impressed by the party's behaviour.



The Chapel in H.M.S. Vernon, Portsmouth

CORONATION HANGINGS GRACE H.M.S. VERNON'S CHAPEL

THE chapel at H.M.S. Vernon is unusual in that it has no dedication. The Dockyard has St. Ann and Whale Island has St. Barbara, the submariners have St. Ambrose and the Royal Marines have St. Andrew but no dedication graces the chapel of Vernon. Maybe the multiplicity of tasks at Vernon has made the choice of a patron saint difficult or perhaps it is because the chapel has changed its location three times and is now situated in Vesuvius Block. These facts hardly suggest a suitable name for a place of Christian worship unless it be "St. Moses" to commemorate the wanderings of the people of God. But it is people and not places that constitute the strength of the Christian Church and it can truthfully be said that Vernon, through war and peace, through great upheavals of policy and great changes of social habit, has never lacked officers and men of Christian conviction to keep the torch of faith burning.

The present chapel is made up of converted classrooms alongside the quarter-deck and close to the Vernon jetties. Dignity is added to the exterior by a covering of cedar wood and there is a 20-foot wooden cross at the entrance. A glass-covered veranda runs the length of the chapel to provide a

meeting place for congregations before and after services. The veranda also provides an ideal location for the speakers of the excellent organ.

STAINED-GLASS WINDOWS
The interior is simple but impressive, seats 80 to 90 and has a gold frontal and hangings made from material used in Westminster Abbey at the coronation of H.M. The Queen. Six small stained-glass windows have recently been installed, representing Fortitude, Justice, Temperance, Charity, Hope and Faith; the first five having been given respectively by the 1959 Long T.A.S. Course, the Wardroom, the Vernon Squadron, the Junior Rates and the C.P.O.s' Mess. Three ingenious items in the chapel are worth noting. The eagle-lectern

was made at H.M.S. Sultan from two submarine pistons and the cross and sanctuary lamp were very cleverly made from two large silver candlesticks.

TATTERED ENSIGN
There is also a beautiful silver cross presented in memory of Guye Wellesley Lushington and an illuminated roll of honour of officers and men of the anti-submarine service who were killed 1939-45. A tattered ensign from H.M.S. Starling (Capt. F. J. Walker, C.B., D.S.O., ***), is held in the chapel is built—which brings us to the chapel for display when a permanent future. In a few years a permanent chapel is to be built nearer the south gate and perhaps, with the end of its wanderings, it will then be given a respectable name.



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Submariners climb highest mountain in Teneriffe

A T noon on May 8 a party of six sunburnt submariners led by their Captain (Lieut.-Cdr. Peter Cobb, R.N.), returned on board H.M.S. Narwhal, after an arduous but rewarding ascent of Pico Teide (12,300 ft.), the highest mountain in Teneriffe.

The expedition started on the afternoon of May 7 shortly after the submarine returned to Santa Cruz from an exercise in local waters. A minibus took the party some 30 miles up into the foothills. Here provisions were loaded on to a mule, and the party started the ascent, reaching the Refugio Altavista at 6 p.m., where they stayed the night. The Refugio is well appointed, but regrettably not well heated, and consequently most of the party spent the night shivering under two British Railway-type blankets (head or feet warm, not both).

BITTERLY COLD
All discomfort was forgotten when the party set out the next morning, shortly after five o'clock, and half an hour before sunrise, to climb the final 2,000 feet to the summit. There was a full moon ahead setting over the peak, stars and planets shone with unusual brilliance in the clear mountain air, and in the north-north-east, the horizon was lit by the deep orange purple glow of a superb early dawn. It was bitterly cold.

(Continued on page 15, column 3)

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Cdr. Samborne smilingly receives his 15s. from Mr. R. M. Nicholson, of Vickers-Armstrongs. On the left is Mr. E. Brokensha, Principal Admiralty Constructor Overseer, Barrow.

A 'BOB-A-MONTH' DURING TRIALS

DEEP in Scottish waters, travelling at more than 20 knots, Britain's first nuclear submarine, H.M.S. Dreadnought, recently commissioned, was officially accepted from the builders, Vickers-Armstrongs (Shipbuilders)

Ltd., by her Captain, Cdr. B. F. P. Samborne.

While the submarine was on trials, Cdr. Samborne was designated as the agent of the builders and was entitled to the sum of a shilling per month. A cheque for 15s. to cover the 15 months' trials when acting as Master of Dreadnought was handed to Cdr. Samborne when the acceptance forms were signed.

Teneriffe climb

(Continued from page 14, column 5)

Climbing at a good pace, the party reached the summit in an hour, shortly after sunrise, to see the conical shadow of the Pico stretching far away to the horizon. The view was magnificent. The cold was intense, but not enough to deter one able seaman from lending his gloves to a girl from another climbing party. *Toujours la politesse et vive le Royal Navy.*

The peak is in fact the crater of a dormant volcano, as the guide demonstrated by producing sulphurous rocks from just under the surface which were too hot to handle. The crater had an evil atmosphere; round the sides jets of foul-smelling gas exuded. Despite the altitude, it felt much nearer Hell than Heaven.

A GLORIOUS SLIDE

The descent to the plain was one glorious, long, uncontrolled slide, for the surface is mainly loose and pebbly. The party, who were impressed by the way the muleteer came up the mountain by holding his animal's tail, were even more impressed to see him repeat the performance on the way down, but this time at twice the speed.

Four hours after leaving the peak, where the temperature was well below freezing, the party returned on board to the sweltering heat of Santa Cruz, older, wiser and much wearier men. It had been a memorable and a most enjoyable expedition.

FIRST SEA LORD IN AMERICA

THE First Sea Lord, Admiral of the Fleet Sir Casper John, G.C.B., left London on May 21 to pay a farewell visit to the United States before he retires. During his trip he visited Washington, Norfolk (Virginia) and Newport, (Rhode Island).

H.M.Y. Britannia

(Continued from page 8, column 5)

The heat and humidity of Northern Australia did not detract from Darwin's welcome, and after two days there the Royal squadron sailed for Fremantle, calling briefly at Koolan Island in Yampi Sound, Broome and Geraldton. Koolan Island is a remote and isolated spot where a big iron-ore mining scheme is growing up. There was a small settlement of only 180 single men and 30 families at the time of the visit, and even the water had to be imported in to the island.

After two days in Fremantle, the Royal party left to return to the United Kingdom by air, and Britannia stayed for three further days for storing and maintenance before the passage home. It was a welcome change to have five days in the same port, and the well-known Western Australian hospitality was overwhelming, so that it was with great regret that the ship's company finally left Australia on March 30.

HOMEWARD BOUND

The passage across the Indian Ocean was broken by a two-day visit to Mauritius, and after two days in Aden Britannia passed up through the Red Sea, the Suez Canal and the Mediterranean, spending three days in Gibraltar before the last leg of the tour back to Portsmouth. Full advantage was taken of the excellent shopping facilities in Aden and Gibraltar during the homeward trip.

The total distance travelled by the yacht during the tour was 32,000 miles, and of the 150 days away, 106 were spent at sea, during which the ship was replenished at sea 23 times from R.F.A. Wave Prince, which was in company for a large part of the tour, as well as once from R.F.A. Wave Knight in the Mediterranean.

Fuel was not the only item replenished, as Wave Prince also carried additional stocks of beer for Britannia, and during the course of the tour a total of 8,800 gallons of beer was consumed on board.

During the time away, no fewer than 20 children were born to the wives of officers and Royal yachtsmen at home.

H.M.S. Britannia left Portsmouth on May 8 for a short visit to the Channel Islands with Her Majesty Queen Elizabeth, the Queen Mother.

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Much-needed refreshment after the trial. From left to right: R.E.L.Mech. E. Woolley, who finished fifth; C.P.O. Wtr. R. Carter (the "veteran" of the race), who finished eighth, L.S.A. Bryce (third); P.O. Beck (winner) and S.B.P.O. Fowler (second).

Ariel cyclists carry off the time trial championship

ON an undulating, windy, West-Country course near Exeter, P.O. (P.T.I.) R. Beck, of H.M.S. Ariel, the Physical Training Instructor to the Air Command's field-gun crew, won the Royal Naval 25-mile cycle time travel championship with a very creditable time of 1 hr. 3 min. 22 sec.

Beck stormed to the half-way turn in a time of 29 min. 30 sec., a time that, had conditions been more favourable on the return leg, would have given him an under-the-hour ride, the target at which all 25-milers aim.

Sick Berth P.O. A. Fowler, of R.N. Hospital, Plymouth, was second with a time of 1 hr. 6 min. 7 sec., and the third man home was Leading Stores Assistant O. Bryce, of H.M.S. Ariel, with a time of 1 hr. 6 min. 12 sec.

Beck and Bryce are the most consistent riders that naval cycling has seen for some time. They have competed in local club events and, only recently, produced the two fastest times of the evening, something that surprised quite a few local riders. They have also competed, along with other naval riders, in track racing, perhaps not with any great success as yet, as naval riders are, by tradition, better performers on the road.

A younger rider who is coming along nicely is R.E.A. App. A. Conibear, of H.M.S. Collingwood. A lot will be seen of him in the future.

The team race was won by H.M.S. Ariel with three riders in the first five.



P.O. Beck storming along to victory

Seven times champion

THE R.N. Fencing Championships (Phase III of the Royal Tournament Inter-Services Championships) were held in H.M.S. Ariel, by kind permission of the Commanding Officer, Capt. J. B. Holt, B.Sc., A.M.I.E.E., R.N., on May 8, 9 and 10.

In all three weapons it was necessary to hold preliminary and semi-final pools, each weapon being completed on the same day of the preliminary pools.

P.O. K. Pearson retained the Dismounted Champion-at-Arms Trophy for the seventh year in succession, and is to be warmly congratulated on this exceptional achievement. Pearson won the foil and sabre championships, but did not have much success in the epee, which was eventually won by Cadet C. P. Jonson after barraging five times with Lieut.-Cdr. Dougan for first place. This climax to the epee championship was the high-light, and most exciting phase of the entire championships.

The individual results were:—
FOIL.—P.O. Pearson, Sub-Lieut. Walker, Lieut.-Cdr. Dougan.

EPEE.—Cadet Jonson, Lieut.-Cdr. Dougan, Sub-Lieut. Faulkner.

SABRE.—P.O. Pearson, Sub-Lieut. Walker, Sub-Lieut. Parker, R.N.R.

ARIEL REPRESENTS NAVY

In the Inter-Unit Team Championships between H.M.S. Ariel, B.R.N.C., Dartmouth, and Nautical College, Pangbourne, the result was a win for Ariel over B.R.N.C. Ariel now represent the Royal Navy in the Royal Tournament competition.

The W.R.N.S. ladies' foil competition was held at the same time, and a pool of seven competed. It was a close contest between the experienced Second Officer Joll, who won, and Third Officer Williams, who was competing in her first Service tournament. Wren Bradley, who fenced very well, gained third place, Wren Crowther, after a barrage with Cranstone and Marshall, was placed fourth.

The next phase in the competition is the Inter-Services Championships, which are to be held at the Royal Tournament during the week commencing Monday, June 17.

(Continued from page 2, column 5)

To Chief Communications Yeoman
JN. 820064 M. Murphy, JN. 830740 G. I. Pearce
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ROYAL TOURNAMENT Sultan and Collingwood in 'yesterday and today'

A DISPLAY, "Men O'War—Yesterday and Today," is being staged by H.M.S. Sultan, the R.N. Marine Propulsion Machinery School at Gosport, and H.M.S. Collingwood, the R.N. Electrical School at Fareham, at this year's Royal Tournament.

After opening with "Colours," a timeless ceremony on board ship, the scene moves from the sailing for the East Indies in 1793 of the 16-gun sloop Atalanta, her crew weighing the anchor to the music of a fiddle and setting the sails, to the departure of H.M.S. Hampshire, one of the new guided-weapon destroyers, for a commission in the Far East.

While 170 years may separate the two scenes, it is shown that the men in the two ships must still maintain and fight them and seek their own pleasures on board, while such rituals as "Crossing the Line" continue almost unchanged.

RESTORING ORDER ASHORE

In times of trouble, the puny guns of the old Atalanta have given way to the Seaslug missiles of the Hampshire, but in both cases landing parties are still a final necessity to restore order ashore, although the cutlasses needed by the Atalanta's men in hand-to-hand fighting with pirates have been replaced by the modern weapons of a Royal Marine detachment from the Hampshire.

The models of the two ships used in the display and other properties have been built by artificers under training in H.M.S. Sultan, whilst the electrical work has been carried out in H.M.S. Collingwood, where all of the guns, the missiles and their launchers have also been made. The model of H.M.S. Atalanta has been constructed from plans nearly 200 years old at the National Maritime Museum.

Other Royal Navy attractions to be seen at the Royal Tournament at Earl's Court from June 12 to 29 will be the popular field-gun tournament with crews from Devonport, Portsmouth and the Fleet Air Arm competing, and a thrilling demonstration "Drill as a Means to an End" put on by Royal Marines of 43 Commando at Plymouth aimed at showing that there are a calculated end and purpose behind the shouted commands of their parade grounds and tough training establishments.

NEW R.A.F. ITEM

This year's tournament is the 73rd and the other Services are, of course, playing their part. The Royal Air Force police-dog team will be making its 10th appearance. It is unlikely that these dogs will be seen at future Royal Tournaments. There is to be a new R.A.F. item—"Winged Ward," which will show how casualties are transported thousands of miles by Transport Command.

The Household Cavalry and the Royal Armoured Corps will demonstrate the transition through the years from horses to horse power, in a display high-lighting their history and underlining their importance.

Old favourites include the Musical Drive, of the King's Troop, Royal Horse Artillery, the Mounted Display by the R.A.S.C. Horse Transport Training Company and the Massed Bands—provided this year by the Royal Armoured Corps and flown, in some cases, from stations in Germany.

FORT HENRY GUARD

Making a return visit after their tremendously popular first appearance in 1956 is the Fort Henry Guard of Ontario, Canada. The Guard is composed of young men, Canadian university students, who give of their time and vacation in portraying the drill, uniforms and equipment of British regiments of the line, of the period of around 1867.

The Field-Gun Competition, this year, promises to be very close. At the time of going to press the three Commands are all within a second or two of each other and, for the very first time in training, Portsmouth has broken the 'three-minute-barrier' with a 2 min. 59 sec. run. This time is still five seconds short of the momentous run by the Fleet Air Arm team in 1962 which set up a record of 2 min. 54 sec., but the Earl's Court conditions, the crowds, and the excitement make it seem that the record, if not actually in danger, will be closely approached again this year.

Last year £32,000 was handed to Service charities after the tournament. The organisers hope that this total will be matched or even surpassed, this year.

H.M. The Queen, with Prince Philip, will visit the tournament on the afternoon of June 25.

The tournament, at Earl's Court, is from June 12 to 29. From June 8 tickets and details may be obtained from the Earl's Court Exhibition Building, London, S.W.5.

(Continued from page 7, column 3)

October 5 at the Windsor Castle Hotel, Victoria, London. All pre-1918 ex-"Sparkers" who are interested in joining the Association should contact the honorary secretary, Mr. George Eames, 97 Culverley Road, Catford, S.E.6. There are no joining fees and no subscriptions—and no catch. Ex W/T ratings or serving men in the branch wishing to attend as guests should write to the secretary for information.

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